

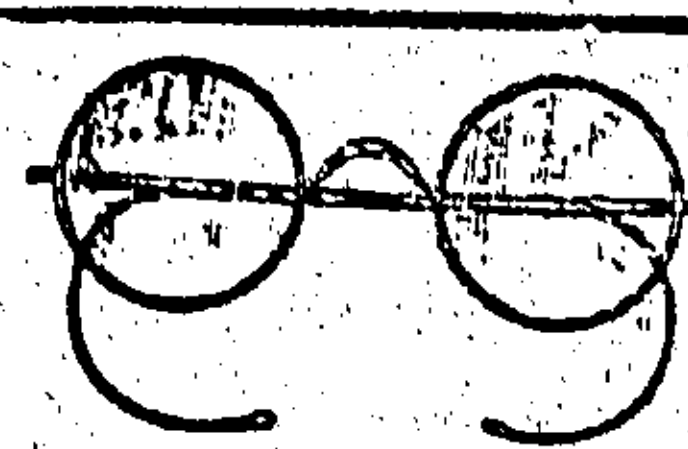
MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

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S. J. Swans
Managing Director



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No. 22,483 號參拾捌百肆千貳萬第 日玖拾月陸閏年午庚 HONG KONG, WEDNESDAY, AUGUST 13, 1930. 叁拜禮 日叁拾月捌年卅百九千壹英 Price (Single Copy, 10 cts. Per Month, \$3.)

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 7th, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	6.35	8.00	8.34	9.05	10.00	12.10	1.15	2.33	3.20	4.35	5.40	7.55
Yau Ma Tei Dep.	6.44	8.09	8.43	9.14	10.09	12.19	1.24	2.42	3.29	4.44	5.49	7.55
Shatin Dep.	6.56	8.11	8.45	9.16	10.11	12.21	1.26	2.44	3.31	4.46	5.51	7.55
Tai Po Dep.	7.10	8.15	8.49	9.20	10.15	12.25	1.30	2.48	3.35	4.50	5.55	7.55
Market Dep.	7.15	8.20	8.54	9.25	10.20	12.30	1.35	2.53	3.40	4.55	6.00	7.55
Fanning Dep.	7.25	8.30	9.04	9.35	10.30	12.40	1.45	3.03	3.50	5.05	6.10	7.55
Sheng Shui Dep.	7.30	8.35	9.09	9.40	10.35	12.45	1.50	3.08	3.55	5.10	6.15	7.55
Shum Chun Arr.	7.36	8.40	9.07	9.38	10.33	12.53	2.03	3.21	4.08	5.23	6.28	7.55
Canton Arr.	7.58	8.52	9.19	9.50	10.45	1.05	2.23	3.10	3.97	5.12	6.17	7.55

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	8.05	9.15	9.45	10.15	11.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15
Shum Chun Dep.	7.13	8.23	8.53	9.23	10.23	12.23	1.23	2.23	3.23	4.23	5.23	6.23
Sheng Shui Dep.	7.20	8.30	9.00	9.30	10.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30
Fanning Dep.	7.25	8.35	9.05	9.35	10.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35
Market Dep.	7.30	8.40	9.10	9.40	10.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40
Tai Po Dep.	7.40	8.50	9.20	9.50	10.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50
Shatin Dep.	7.50	9.00	9.30	10.00	11.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00
Yau Ma Tei Dep.	8.00	9.10	9.40	10.10	11.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10
Kowloon Arr.	8.12	9.22	9.52	10.22	11.22	1.22	2.22	3.22	4.22	5.22	6.22	7.22

*For First Class Passengers Only. Will Stop at Any Station on Request.
Further information may be obtained at the RAILWAY OFFICES, Kowloon, from Messrs. THOS. COOK & SON, LTD., HONG KONG, from THE AMERICAN EXPRESS COMPANY, HONG KONG, or from THE CHINA TRAVEL SERVICE, 6, Queen's Road, HONG KONG.

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R. BAKER, Manager.

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SAILINGS From HONG KONG—Daily at 8 a.m. & 2 p.m. (Sundays excepted)
SAILINGS From MACAO — Daily at 8 a.m. & 2 p.m. (Sundays excepted)

EXCURSIONS TO MACAO:—

SUNDAY, 17th AUGUST.

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 5.00 P.M.

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

STRIKING CHANGES IN CANTON.

RECENT ACHIEVEMENTS AND PROGRESS.

(By A BRITISH RESIDENT OF HONG KONG.)

II.

The New Buildings.

Concerning the new buildings in Canton, reinforced concrete construction is in evidence everywhere. If you enter some of the new Government Offices, or glance at some of the buildings on the bank, you will see the old style giving place to new.

A word of praise is due to the Chinese architects and engineers who have tried to preserve that delightful style of roof that is unique in China. The Rockefeller millions built the Peking Union Medical College. There was much criticism of the lavish expenditure caused by grafting the Chinese brightly-coloured curved roof on to the European-style building. It was well worth it if only because it offered an object-lesson. In Canton they have tried to adopt that style. The result is certainly more delightful to the eye than the style of new buildings erected in the centre of Hong Kong during the last five years.

Shipping Facilities.

The young engineers in Canton realise that the river is the great source of wealth for the city. They want to improve the port facilities. It can never accommodate ocean liners, but it can be made better for river steamers. They have let a contract to a reliable European firm of contractors for a big reclamation scheme that will join Dutch Folly to the mainland. They have given another contract to a Hong Kong firm to build wharves, etc., on Honan Island. They have commenced, under American supervision, the erection of a steel and concrete bridge to join Honan Island to Canton City. They are planning ahead.

The Old Days.

Nearly twenty years ago the writer presented introductions to the British Consul-General in Canton and the more prominent officials in Canton City. "A good fellow" was the Consul-General of those days, but a real "die-hard." Devoted to the old-style China, with a great affection for the ceremony and elaborate courtesy of the Manchu officials, he simply

could not understand the new demands for wide roads and reconstruction in Canton. He had little sympathy with the enthusiasm of youth for Western science. Perhaps he was too old to adjust himself to the new conditions. He was deservedly popular, socially, with his own countrymen. In earlier days he had made a reputation for himself as a Chinese scholar. He had a great sense of duty and loyalty, but he could not see that China was changing.

The Impossible "Die-Hards."

It is sad to see the Canutes of all countries and all periods of history vainly endeavouring to keep back the tide of scientific knowledge. In Europe only three hundred years ago they burnt the pioneers at the stake. There are still minds of that calibre in existence.

It has been said that the success of the British trader and administrator is due to the fact that he can readily adapt himself to new conditions. Long residence in China sometimes seems to have the reverse effect. There is no "die-hard" like he who is also an "old China hand." Blind opposition to new ideas has never helped trade or anything else.

An Admirable Criticism.

The position of a Consul-General in Canton is no sinecure, for all sorts of duties are thrust upon him. It is essential that British interests in South China should be closely watched. The main purpose of the British in China is trade. British journalists in Peking seem to think that nothing south of the Yangtze counts. The British Legation, perhaps, has the same complex. But the trade of Canton is very important, and British commercial interests in South China must be nursed. Twenty years ago there were British Vice-Consuls at Wuchow, Hoihow, Pakhoi and Macao. Those places are now run from Canton, yet a British resident in Canton told the writer that the staff at the Consulate-General in Canton is no bigger than in former days! It is strange that there is no Trade Commissioner (or assist-

ant) attached to the British Consulate-General in Canton. The Americans and the Canadians each have a trade expert in South China. At long last the British Government has provided a dignified residence for His Majesty's representative. That is all to the good, yet more can be done. Perhaps the British Economic Mission that is to visit the Far East will realise the importance of Canton to British trade interests. It is encouraging to read that it will visit the district around Canton. There is at least one engineer included in the Mission. He will realise the possibilities for the modernisation of Kwangtung. It will be carried out by the Chinese themselves, but the British can make useful suggestions. They can explain what is practicable and what is impossible.

New Forces in Old China.

On that first visit to Canton the impressions created something worse than feelings of disappointment. Was this China? This city of squalor, of dark and narrow streets; this place of awful smells and tales of daily official murders? Was this the country that Dr. Cantlie had extolled? He had grown so enthusiastic in London over Chinese civilisation! But the definition offered by Kipling resounded in my ears. For the English poet who knew Asia had said "Transportation is civilisation," and there was not a wheel to be seen in Canton City!

There is the memory of the Chinese officials that the first visit to Canton recalls. Poor Chan King Wah! He was the head of the Canton Police. He instituted some reforms, and the vested interests marked him down. The Governor of Canton invited Chan King Wah to a dinner in Canton City, and murdered him and his brother on that festive (?) occasion. These were the days when Yuan Shih Kai was President, and the Governor of Canton was busily engaged in printing paper-money that rapidly depreciated. He, however, was able to exchange it for silver which he deposited in banks in Hong Kong. It was ready when the time came for him to flee from Canton.

THE HONGKONG

PENINSULA HOTEL;
HONG KONG HOTEL;
REPULSE BAY HOTEL;
PEAK HOTEL.

AND

SHANGHAI
ASTOR HOUSE HOTEL;
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GRAND HOTEL DES WAGONS,
LITS, PEPING.

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Directly under European
Management.

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SHAMSEEN
Guides
and Trips
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and Special Care
Taken of TOURISTS.
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and Colours

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RELIABLE AND TESTED
FLOWER AND VEGETABLE
SEEDS

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and
Messrs. ARTHUR YATES & Co., Ltd.
SIDNEY.

The opportunity of serving you will be
a pleasure and your commands will have
our best attention.

GRACA & CO.,

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P.O. Box No. 620. HONG KONG.

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BOUND VOLUMES OF the
HONG KONG WEEKLY
PRESS January to June, 1929.

WITH INDEX, PRICE—\$7.50.

HONGKONG DAILY PRESS.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA MACAU

Cable Address:—"Riviera, Macau."

THE STANDARD LIFE ASSURANCE CO.

TWO SCHEMES.

(1) The CHILDREN'S EARLY PROVIDENT SCHEME. Combines
this very latest and best features of Assurance and Investment
for the benefit of your Child.
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business men.

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In return, we will send
you the Weekly Press
for Six Months.

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MANUFACTURERS OF
ETCHED, STAINED
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INTERIOR DECORATIVE
WORK.

ARTS & CRAFTS,
LIMITED.

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Where to have Tiffin

To-day?

LANE CRAWFORD'S RESTAURANT.

MENU.

To-day's Tiffin—\$1.35.

- 1.—Italian Soup
- 2.—Garoupe Marguery
- 3.—Kai Con Fan
萬 珍 飯
- 4.—Chicken Outlet, Green Pea Sauce
- 5.—Roast Saddle of Lamb,
Mint Sauce
- 6.—Madras Curry
- 7.—Roast Potatoes
- 8.—Baked Apples
- 9.—Marrow
- 10.—Cream Puff
- 11.—Fruit 12.—Tea 13.—Coffee

Diary of Coming Events.

To-day.

(August 13.)

Queen's Theatre: "South Sea
Rose" and "The Montmartre
Follies."
Central Theatre: "The Love
Parade."
World Theatre: "The Life of
Tuchin."
Majestic Theatre: "His Tiger
Lady."
Star Theatre: "New York."
Public Band Concert, (Kowloon
Football Club Ground, 9 p.m.)
Tennis: Mixed Doubles: Univer-
sity v. K.C.C., Recreation v. C.R.C.
Water Polo: 1st Div. C.B.C. v.
Royal Navy.
Dinner Dance: H.K. Hotel, 8.30
p.m.
European Mail:—Outward:
Europe via Siberia (Shimo Maru)
8.20 a.m.; Inward:
Tides: High, 12.08 a.m. and 11.11
a.m.; Low, 5.10 a.m. and 6.19 p.m.

Thursday.

(August 14.)

Queen's Theatre: "South Sea
Rose" and "The Montmartre
Follies."

Central Theatre: "The Love

Parade."
World Theatre: "Scarlet Letter."
Majestic Theatre: "His Tiger
Lady."
Star Theatre: "Redeeming Sin."
European Mail:—Inward: Europe
via Suez (Mantua); Europe via
Siberia (Witram).
Tides: High, 12.08 a.m. and 11.48
a.m.; Low, 5.47 a.m. and 6.46 p.m.

Friday.

(August 15.)

Queen's Theatre: "South Sea
Rose" and "The Montmartre
Follies."
Central Theatre: "The Love
Parade."
World Theatre: "Scarlet Letter."
Majestic Theatre: "His Tiger
Lady."
Star Theatre: "Redeeming Sin."
E.R. Cricket Club: At Home.
Band Concert at 5.30 p.m.
Water Polo: 1st Div. R.A. v.
Kowloon S.C.
Dinner Dance, Peninsula Hotel,
8.30 p.m.
Tides: High, 12.53 a.m. and 12.34
p.m.; Low, 6.39 a.m. and 7.11 p.m.

Saturday.

(August 16.)

Queen's Theatre: "South Sea
Rose."
World Theatre: "Scarlet Letter."
Star Theatre: "Redeeming Sin."
Central Theatre: "The Love
Parade."
Majestic Theatre: "His Tiger
Lady."
Gold: Bogey Pool, Fanning.
Lawn Bowls: 1st Div.: Civil
Service v. Kowloon Dock, Recreation v. Craigengower, Kowloon C.C. v. Police, Bowling Green v. Tai Koo; 2nd Div.: Craigengower v. Recreation, Electric R.C. v. Civil Service, Yacht Club v. Kowloon C.C., Tai Koo v. Bowling Green.
Tea Dance: Peninsula Hotel, 5
p.m.
Dinner Dance: Repulse Bay
Hotel, 8.30 p.m.
European Mail:—Outward:
Europe via Siberia (Rajputana),
10.30 a.m.
Tides: High, 1.24 a.m. and 1.23
p.m.; Low, 7.56 a.m. and 7.35 p.m.

Bigger & Better Than Ever

CHRONICLE and DIRECTORY for 1930

PRICE: TWELVE DOLLARS.

"Hong Kong Daily Press" Office.

MOTOR NOTES.

America's Women Motorists.

It is estimated that 25 per cent. of the cars now in use in the United States are driven by women.

How Did It Occur?

Plaintiff (in a motoring case): "My car was stationary at the time of the collision." Defendant's Counsel: "So was ours!"

Just the Difference.

It is stated that in America there is one filling station to every 181 motorists, and in Australia there are only 66 motorists to each filling station.

First Aid.

The French Ministry of the Interior lately voted a sum of £2,400 towards a fund for establishing a series of first-aid stations on the main roads of France.

Lessening Congestion.

Mr. J. R. Clynes stated recently that a body of uniformed police officers have been detailed during recent months to patrol busy roads in the Metropolitan area to see that slow-moving traffic keeps near the kerb.

Imports and Exports.

During May, 1930, 435 cars valued at £90,167 were imported into the United Kingdom, as compared with 2,162, valued at £295,468 during the corresponding month of 1929. Exports of cars numbered 1,885, valued at £295,008, as compared with 2,114 of a value of £359,148 during May, 1929.

Jay Walkers.

Mr. Herbert Morrison, the Minister of Transport, speaking recently at the first annual meeting of the Pedestrians' Association, said that penalties had not been imposed upon dangerous and reckless walkers, but if road fatalities continued to increase it might be necessary to impose such penalties.

Increased Employment.

Replying to Mr. Remer, Mr. Graham said that six factories had been established in Great Britain by foreign interests since the imposition of the duty on motor tyres in April, 1927. One of the factories was commenced before that date. The five of these factories that were now working employed approximately 5,500 men.

New Road Signs.

Following the introduction in London and certain other towns of a traffic system which provides for vehicles to take up and set down passengers or remain for a short period on one side of the road only on one day, and on the opposite side on the following day, the A.A. have introduced a special sign denoting where this system is in operation. The sign, as will be seen, is semi-circular, and in the top section appears the word "Unilateral": the signs are supplied in pairs, on one of which are the words "when the dates are even please pull up this side": the other side refers to the odd dates. Such signs have been erected in Derby.

At Luncheon.

Sir Henry Royce, Bt., was the guest at a small private luncheon given by Lord Wargrave, chairman of Rolls-Royce, Ltd., to celebrate the baronetcy conferred on him. Among those present were Lord Wakefield of Hythe, C.B.E., Colonel the Master of Sempill, Sir Max Pemberton, and the Rt. Hon. J. H. Thomas, P.C., M.P.

Death of Mr. Ernest Brown.

Very many motorists, both old and new, will learn with sincere regret of the death, which occurred on July 12, of Mr. Ernest Brown, one of the founders of the famous firm of automobile factory, Brown Brothers, Ltd. Mr. Brown, who was for many years joint managing director, became chairman of the company in 1929.

The Speedman's Instinct.

"It is instinct and not experience which enables us to bank our machines to just the right angle when cornering. Instinct braces the wrists and arms against a pot-hole or a wobble. All motor-cyclists have this mental pilot; but some, I suppose, have it more finely developed than others—hence the racing men."—Wal Handley, the winner of the Senior T.T., writing in *Motor Cycling*.

The Late Mr. Leslie Auster.

"It is with great regret that *The Motorist* announces the death, after an operation, of Mr. Leslie W. Auster, at the early age of 47. Mr. Auster was joint managing-director with Captain Percy Lane, of Auster, Ltd., the well-known windscreen and accessory manufacturers of Birmingham, and his charm of manner and genial character had endeared him to a very wide circle of friends in the motor and allied trades, by whom he will be greatly missed.

Rubber Paving.

Sir George Penny recently enquired of the Minister of Transport whether, in view of the low price of rubber, its known durability and its sound-deadening properties, he would consider the possibility of making wider uses of this commodity and help employment in distressed areas by starting schemes of roadmaking with this material. Mr. Parkinson, who replied, said that there had been a considerable reduction in the price of rubber paving blocks, but the cost was still very high compared with other suitable paving materials. The choice of materials was primarily a matter for the highway authority concerned; but, in view of the higher initial cost of rubber the Minister could not urge its wider use in unemployment works.

NEW INDIA BALLOON

AN EXTRAORDINARY TYRE.

The new India Heavy Duty tyre embodies some very distinctive and desirable engineering features that have been developed through eighteen months of careful and thorough experimental work. Mileage, safety and comfort are the three chief elements which are recognized collectively as tyre service, and tyre service assumes a definitely higher standard with the advent of this new India tyre creation.

New Non-Skid Features.

A surpassing degree of mileage is achieved when built into the new attractive non-skid design of this tyre. By many careful tests the makers have developed this non-skid design which has proportionately deeper members than have ordinary tyres. Longer wear is the result. Then, too, the proportion of these members to the contacting skid area is such that they meet the road surface with a minimum of wear. In other words, a larger skid block would "cup" off while in either case, relatively faster tread wear would result. The makers continue the use of the same pure, high quality tread stock which has been used in past India tyres. Thus mileage of a surpassing degree is achieved by proved material quality, by deeper non-skid design and by proper proportion of the skid members.

A RILEY TRIUMPH.

ACROSS AMERICA UNDER SIX DAYS.

The British light car has just shown in an amazing manner its ability to do what the world has believed to be utterly beyond its powers.

In the hands of Mr. Pemberton Billing, an enthusiastic champion of British cars, and incidentally an enthusiastic Riley Nine owner, a Riley Nine car with its two occupants has traversed North America from New York to Los Angeles, a distance of over 4,200 miles, in 5 days, 20 hours, 13 minutes.

The following cable from Los Angeles gives details of the trip:—"Have just completed timed non-stop run New York-Los Angeles on my Riley Nine Brooklands model. Covered 3,000 miles on first-class roads and over 1,200 miles of rock-strewn mud-tracks, negotiating over 260 cities and towns, encountering cloud-burst in Rockies and unprecedented heat-waves, with temperature rising to 130 in shade in five days, twenty hours, thirteen minutes, averaging a speed—after deducting time lost through enforced delays occasioned by speed cops, punctures, enforced detours and mis-direction—at miles an hour. Car behaved magnificently and despite this grueling experience

BUSY X-RAY CARS.

CALL FOR SERVICES IN VILLAGES.

The X-ray car is becoming increasingly valuable to the medical man in accident cases.

Year by year a steadily increasing number of calls are made upon it, not only for cases in and around London, but from all parts of the country, state the Joint Council of the Order of St. John and the British Red Cross Society in their annual report just issued.

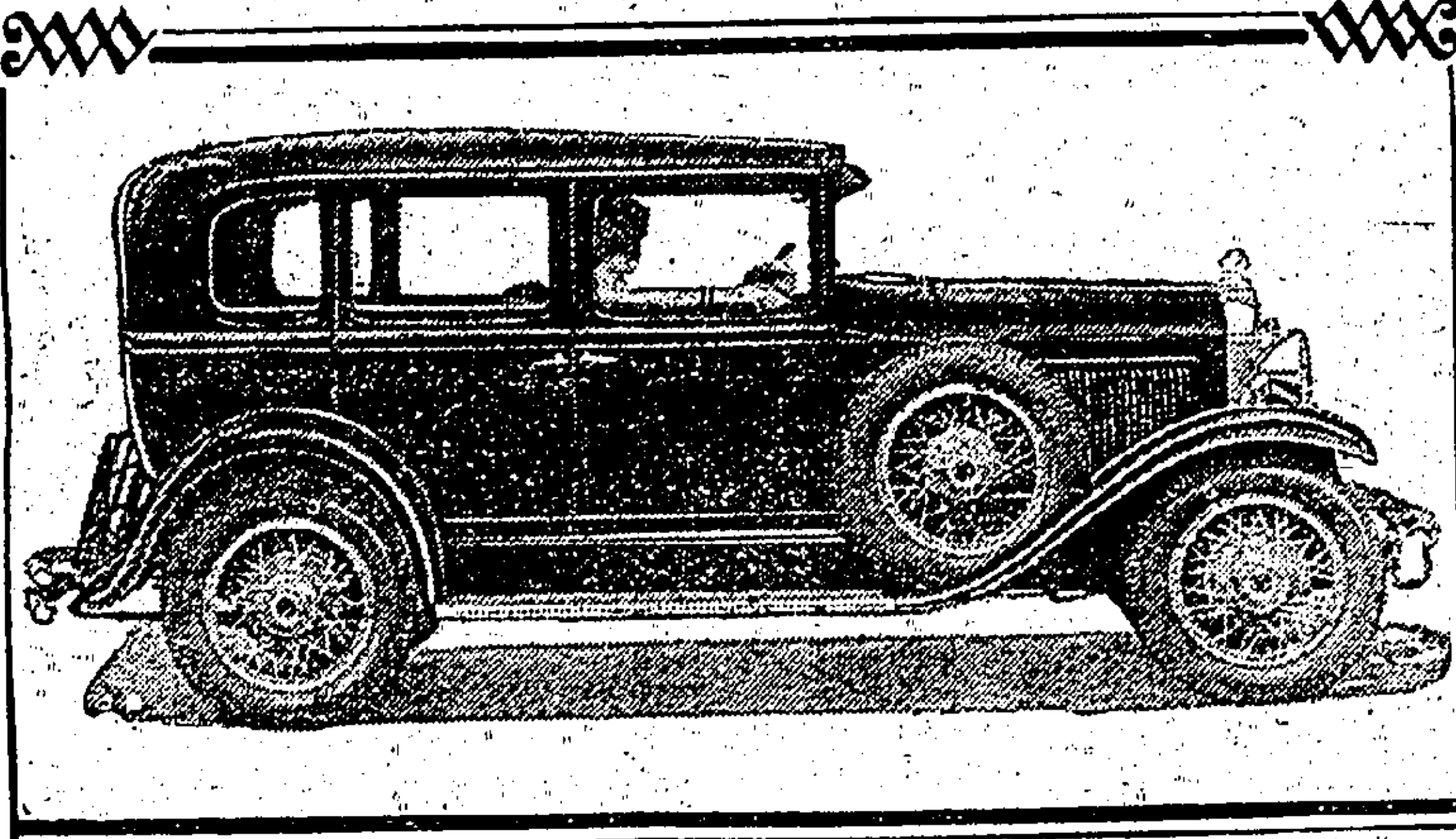
"In an isolated house in the country with no electric service available, it is impossible to get even the results which might be obtained from the portable apparatus with which some doctors provide themselves.

"In such cases it is a great convenience to know that the X-ray car can be summoned and brought to the door of the house, the apparatus transferred in a few minutes to the patient's bedside, and with the powerful generating plant on the car, results can be obtained equal to those obtainable at a large general hospital.

"The films can be developed on the spot in the car, which is fitted up with all the dark room requisites."

It is added that radiograms to aid diagnosis are increasing yearly, and

NEW WILLYS-KNIGHT IS PRESENTED



Willys-Overland, the world's largest builder of Knight engine cars, is introducing the new Willys-Knight "87", featuring a newly designed Willys-Knight six-cylinder engine of outstanding performance, luxurious roomy bodies and smart lines of design. This new model will sell in the medium price range. Above is shown the Willys-Knight "87" De Luxe Sedan. Other models in the line are, Coach, Coupe, Standard Sedan, Roadster and Touring car.

A Safe Tyre.

Safety in the new India Heavy Duty results from the well-known quality carcass consisting as in the past of the best cotton, liberally coated with pure amber frictions. This carcass is actually over 30 per cent. stronger than the carcass of ordinary tyres. A very appreciable degree of safety is contributed also by the effectiveness of the skid design itself. It has traction, as a trial on any sharp curve will show. This traction is of an extremely long wearing sort. The very deep skid insures this so that effective non-skid wear at extremely high mileages on a safe and dependable carcass is the regular habit of the new India Heavy Duty tyre.

Comfort embraces many considerations. A quiet tyre, that rolls true, immediately suggests itself. Hard carcasses of cheap, weak cotton built at sharp angles to gain strength; interior, hard, black frictions that are not resilient, and which have about half the stretch of amber friction do not make for easy true-rolling comfort. Neither does a harsh constricting breaker strip. The makers therefore continue as in the past with only the best cotton, amber friction and plenty of it, easy fabric angles, and no breaks—all of which are necessary contributions to maximum rolling comfort—all on a quiet skid design.

The exclusive India "Tredlok" is incorporated in this tyre, ensuring the strongest known union of the tread to the working parts of the tyre.

New Beauty and Distinction.

Wherever the new India Heavy Duty tyre has been seen it has impressed those who have seen it with a new appreciation of a thing of beauty. Appealing to the eye because of its attractive design, good proportions, clean moulding, and careful finish. All of these elements are stressed highly in this tyre, and when displayed it impresses anyone as an attractive piece of clean, neat, well-made merchandise. (Continued on next column.)

completed last 130 miles in 190 minutes. All here fascinated by its appearance and amazed by its performance."

This tyre is a distinct India development, and copies from no tyre now known. Its size is the proper one. Its features, depth of skid, pure equality carcass, Tredlok, etc., are apparent and easily demonstrable to any one. The appearance is impressive. The tyre itself considered from any angle is a step in advance, and really sets a new standard in the industry.

all films are read by expert radiologists.

A net work of first-aid is being rapidly built up all over the country, round the nucleus of the Ambulance Service, and they point out that—

"When accidents were mainly centred in the towns the call for first aid organisations naturally arose in the towns, but now that the development of road traffic has spread the accident area from the towns into the country, it is a daily increasing necessity that facilities for the administration of first aid should be provided in the villages too."

THE PROGRESS OF DIESEL ENGINES.

APPROACHING LIGHTNESS OF PETROL ENGINE.

"Two events that took place recently have helped to focus public attention upon Diesel engines," says *The Motor*, "one, being the departure of the motor ship 'Britannia' from Liverpool on her maiden voyage, and the other the cruise of the airship R101 over London; the latter, incidentally, was a wholesome reminder that the light, high-speed Diesel engine is being actively developed by British engineers as by the engineers of other countries. Simultaneously, prolonged discussions have been promoted on the subject by the Society of Automotive Engineers in America.

"Whereas motor ship engines revolve at 200 r.p.m. or less, a speed of 2,000 r.p.m. has already been reached by high-speed Diesels, which is as high a rate of rotation as that reached by the motor-car engines of ten years ago. As weight per horse-power is largely dependent upon the speed at which the power is developed, it is not surprising that the oil engine is already approaching the lightness of the petrol engine. The advantages of the former are primarily the absence of fire risks, economy of fuel consumption and a good torque at low speeds." There are some disadvantages, however, for *The Motor* points out that oil fuel, while, at the moment, much cheaper than petrol, is messy and odorous.

£20 more and he would at once understand and appreciate where the additional value lay."

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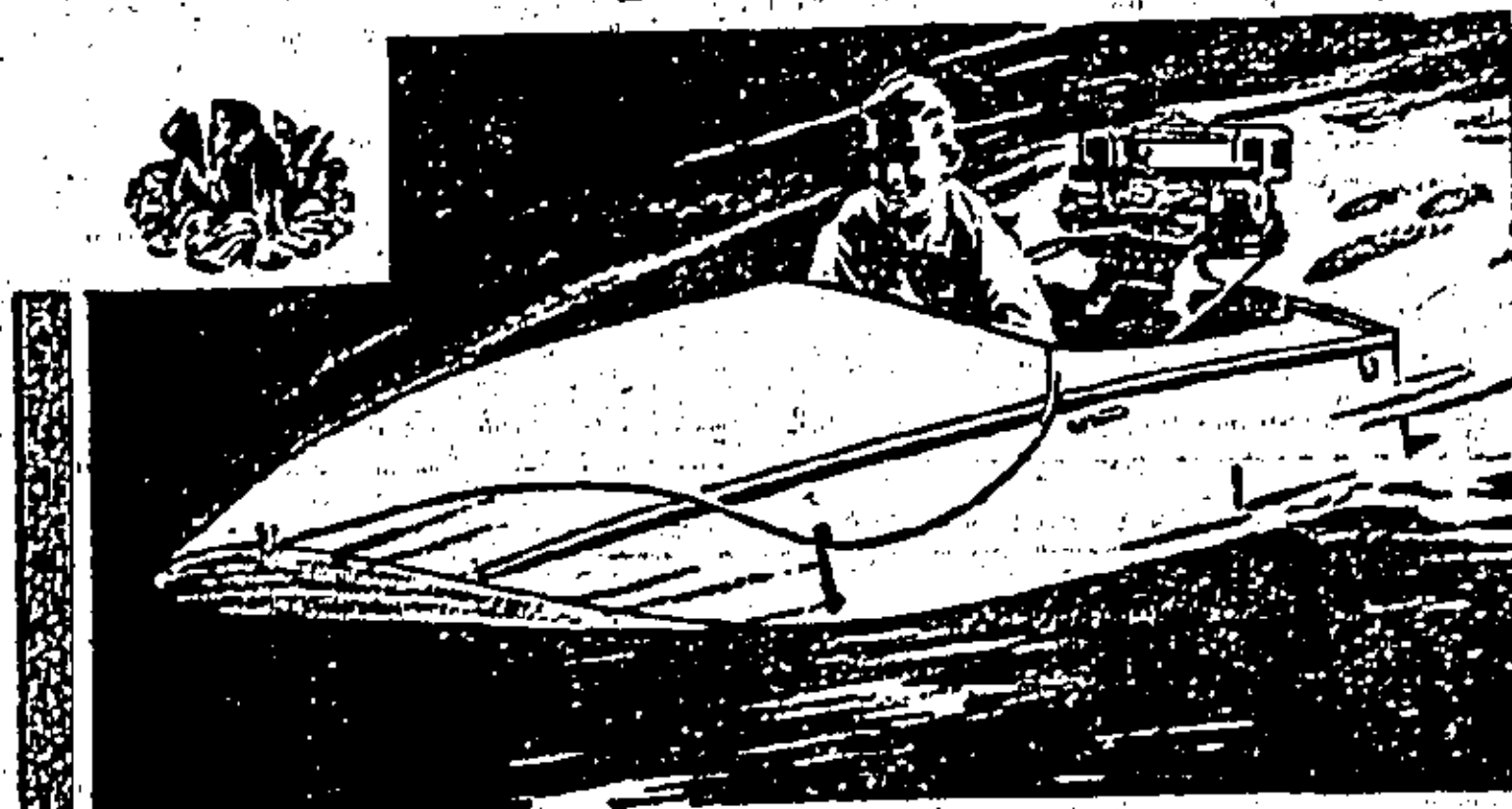
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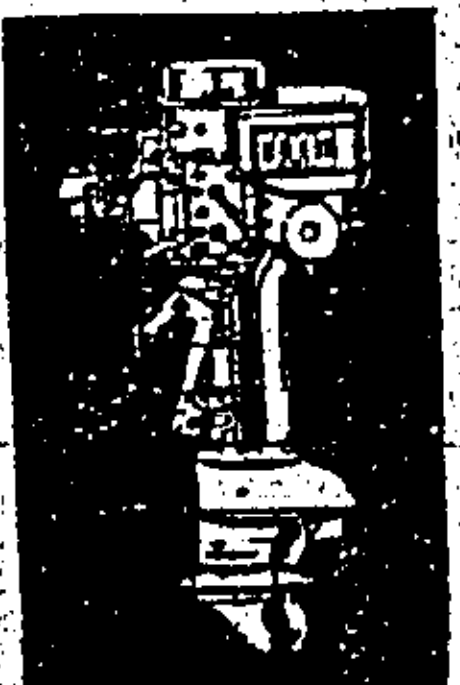
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FOR speed look to Johnson Sea-Horses. These outboard motors now hold more existing speed records than all other makes combined. A Sea-Horse "32" has skinned across the water at the amazing speed of 49.34 miles per hour!

The dependability of Sea-Horses is as well known as their speed, due to the roller bearings, case-hardened parts and precision workmanship as exact as in fine motor car engines.

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Electric-starter
Optional at \$195
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MOTOR NOTES.

The Head Light Question.

In answer to a question in Parliament recently, Mr. Herbert Morrison, Minister of Transport, said that the question of dazzling head lights had been receiving his anxious consideration, and he hoped, at an early date, to make provisional regulations under the Transport Lighting Act, 1927, dealing with this very difficult subject.

Real Difficulties.

"A Safari in East Africa" was the title of a film exhibited privately at the Carlton Theatre, Haymarket, S.W., by Lieut. Comdr. Glen Kidston. Comdr. Kidston in the spring visited East Africa by aeroplane. The pictures he obtained on that occasion of giraffes and lions in particular in their native haunts kept his audience spellbound, some of the scenes being unique close-ups. An idea of the difficulties in connection with car transport following the rains was also given, for inch by inch the vehicles had to be dragged up river banks. One scene depicted a practically new Buick touring car which had to be abandoned in mid-stream with water almost up to the top of the bonnet.

TRAFFIC PATROL ON AMERICAN ROADS.

ENGLISH SYSTEM ADOPTED

For the first time in the United States a public highway traffic patrol, modelled on the English A.A. system, has been put into force in New Haven County, Connecticut. It is sponsored by the county automobile club. The New Haven County plan is modelled on the findings of Mr. Robbins B. Stoeckel, State Commissioner of Motor Vehicles, who recently spent some time in England investigating the system of road patrol.

Ten road-patrol houses have been erected throughout New Haven County at intersections with a bad record for accidents. Each house has a telephone, emergency equipment, and a first-aid outfit. Members of the New Haven automobile club have been given keys which will unlock any of these buildings. The emergency equipment provided is for use at their discretion, while they may call by telephone for emergency road service or information.

Reckless Driving to be Checked.

During week-ends from May 30 to the end of November a uniformed volunteer traffic officer will be stationed at or near these houses. His duty will be to direct traffic at congested points, give out information to tourists, and generally to safeguard and assist the motoring public. It is hoped that the presence of these men will act as a deterrent to road hogs and potential lawbreakers. In a published statement Mr. Stoeckel expressed surprise at the abhorrence with which reckless driving is regarded in England. "It seems extraordinary," he said, "but is very effective."

The New Haven County traffic officers were given an intensive course of training by the automobile club, and the State has given cordial co-operation in this traffic experiment. It is hoped that other organisations will undertake voluntarily to do the same thing in the future, so that Connecticut will have a permanent force of traffic directors on all important crossings in the State all the year round.

Worth the Money.

"It is a fair prediction," said Mr. Stoeckel, in launching the system, "that on the intersections of State highways where these men will direct traffic during the coming summer, there will be a marked improvement in driving and a drop in accidents. If only one life is saved or a single serious accident prevented by their intervention and kindly assistance, then the money expenditure—which must be very great for the amount of work the club is undertaking—will be amply repaid."

Discussing his English impressions, Mr. Stoeckel said, "The thought is left, after viewing the absence of official supervision in England, that we in America may be in danger of overdoing it. After all, the man is the key to performance; his education is the all-important factor for safety. We must help him all we can in his traffic activity, but must be certain that we do not, by our well-meaning efforts in one direction, make pitfalls in another."

The New Haven County experiment is the first serious effort in the United States to make motorists co-operate voluntarily in traffic regulation and travel through a private agency with no police authority.

PROGRESS OF THE A.A.

430,000 MEMBERS AND AN INCOME OF £768,000.

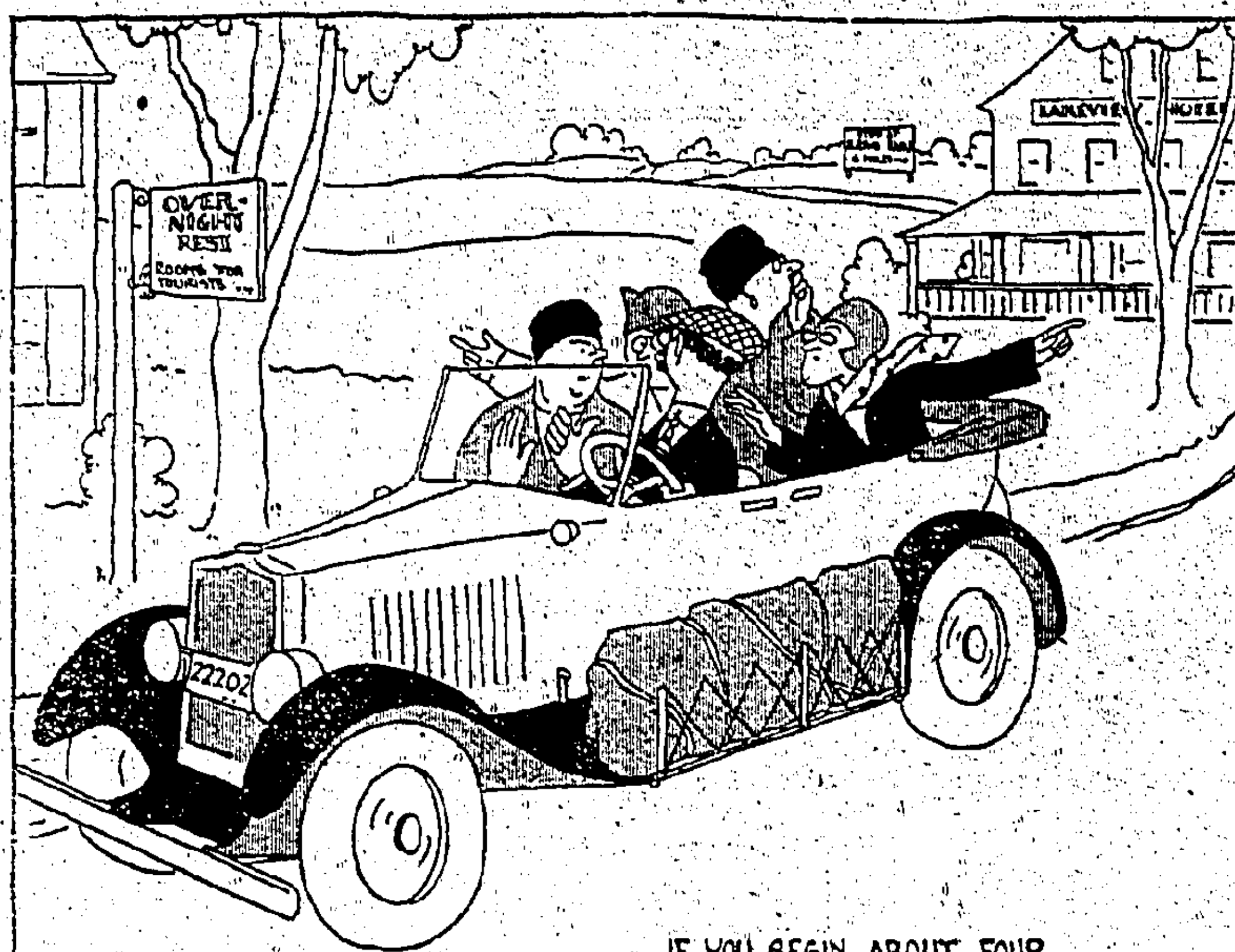
The twenty-fifth annual meeting of the Automobile Association was held at the Savoy Hotel, London, last month.

Mr. Charles McWhirter, who presided, said the Association was not satisfied with the Road Traffic Bill, for motorists were liable to excessive fines for merely nominal offences, and were even liable to be imprisoned for offences when they were unable to define what

(Continued on next Column.)

DIFFICULT DECISIONS

By GLUYAS WILLIAMS



IF YOU BEGIN ABOUT FOUR O'CLOCK TRYING TO DECIDE ON A PLACE TO SPEND THE NIGHT, YOU CAN USUALLY A LITTLE AFTER EIGHT FIND A PLACE THAT EVERYONE AGREES ON; WHICH WILL THEN PROVE TO BE FULL AND EVERYONE WILL BLAME EVERYONE ELSE FOR NOT STOPPING AT THE FIRST PLACE YOU CONSIDERED

7-22

(Copyright, 1930, by The Bell Syndicate, Inc.)

GLUYAS WILLIAMS

DEVELOPMENT OF THE GEARBOX.

SOME IMPORTANT CHANCES.

Fully eight years ago, states *The Motor*, we commenced a campaign to advocate the abolition of the orthodox sliding-change gearbox with its prime disadvantages of noise on the indirect gears and difficulty in operation. In this period of time, throughout which we have given the subject unremitting attention, motoring has expanded to an extent surpassing all prophecies, and the transmission problem has grown more and more pressing. Traffic conditions and the large numbers of non-technical drivers of both sexes have both made improvements imperative.

The free wheel, by emphasizing the delights of quiet running and foolproof gear changing, did much to accelerate transmission improvements, and may yet come into more general use either as a free wheel pure and simple or in a modified form. Another line of advance is represented by the many forms of "silent third" gearboxes, such as are now available on no fewer than 18 makes of car.

Equally important is the renewed interest which is being taken in epicyclic gears and fluid clutches, two types of power-transmitting mechanism which have been known to engineers for very many years but which have recently appeared in greatly improved forms. As recorded in *The Motor*, the self-changing epicyclic gearbox which has been used for about two years by a well-known British firm has now been taken up by another famous Coventry manufacturer, and simultaneously a low-priced utility car has gone into production with a three-speed epicyclic gear of an alternative type.

These developments, together with the widespread experiments of other concerns now approaching fruition, will make the Olympia Show in October an exhibition of unusual interest.

those offences were. Fortunately there was a proviso in the Bill that the motoring organisations must be consulted, and the regulations would have to be carefully examined.

The total membership of the association was 430,794. During the year they had an excess of income over expenditure of £10,985. The income from subscriptions and entrance fees had been £783,059, which represented a considerable increase on the amount for the previous year. The accounts showed that £288,000 was spent directly for services to members on the road.

FURIOUS CYCLING!

MAJOR FINED 10/-

A motor-cyclist was the chief witness at Folkestone police court last month when Major Thomas Bidgood, of Hawkinge, near Folkestone, was summoned for furious riding of a cycle.

The Major, a man of between 60 and 70, appeared in court with his stiff collar undone and his shirt open at the neck. He denied the charge.

Stanley Kent, a motor-cyclist, described how the Major's bicycle crashed into him in Tontine-street, Folkestone, when Kent was turning round.

"He went right over my handlebars and struck the ground with his face," added Kent.

"I estimate his speed at between 25 and 30 miles an hour."

Major Bidgood told the magistrate that he was going at the same speed as he had done on many previous occasions when cycling along the street. He was also keeping a special look out for "jay walkers."

"He was riding a ladies' cycle, which belonged to him. The motor-cyclist turned right in front of him, and he could not avoid a collision."

The Major asked if he could appeal, and the clerk replied, "Oh, yes."

A reporter afterwards saw Major Bidgood at his bungalow on the top of the hills near Folkestone. He said he had been a cyclist since 1876, when he was ten years old. Since then he has ridden thousands of miles, and on one day had cycled from Folkestone to London (over 70 miles).

Discussing the question of an appeal against the decision of the magistrates he said he was still considering.

MOTORISTS' AND TOLLS.

QUESTION OF LEGALITY RAISED IN AUSTRIA.

During the last few years Austrian motor roads have been greatly improved, and even remote Alpine valleys are now invaded by cars. There is a far larger influx of foreign motorists than in previous years, and it might be larger still but for the special turnpike-tolls, levied by certain towns, dating from the period of the mail-coach and even back to the time of Maria Theresa. Motorists would be quite willing to pay tolls when using difficult Alpine roads which are expensive to maintain, but they object to paying them in other cases.

Now an Austrian lawyer, backed up by the Touring Club with its

20,000 members, has brought the matter before the Constitutional Court. For some technical reason the Court decided against him, but the lawyer declares that he will again challenge the right to levy these tolls, so that the decision may be reconsidered.



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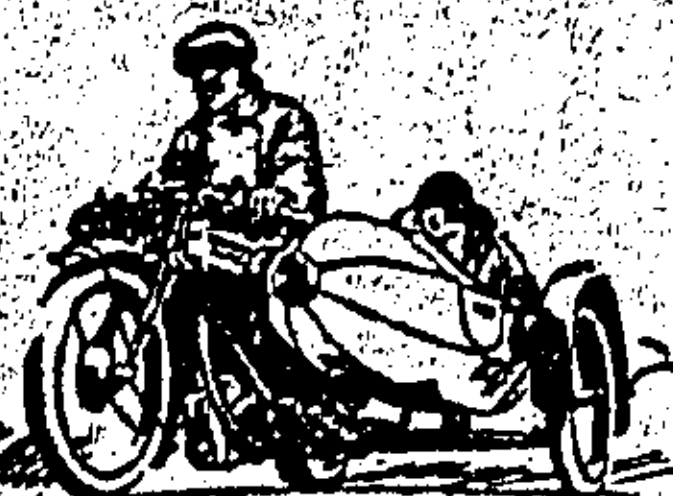
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TO-NIGHT'S BAND CONCERT.

AN ATTRACTIVE PROGRAMME.

NEW SEATING ARRANGEMENTS BY K.R.A.

The fourth of the series of band concerts arranged by the Kowloon Residents' Association, at Government request, will take place, weather permitting, this evening, at 9 p.m., at the Kowloon Football Club ground.

The last concert was a great success in every respect, except one. We are informed that it was a financial loss. It is true that the K.R.A. is not looking for any financial profit, but it certainly has no desire to run them at a loss. That there is no extravagant expenditure will be obvious to anyone who will take the trouble to cast his eye over the brief statement of accounts, which is given below. Nor would there have been any loss if everyone had risen to the modest demand of 20 cents for a seat, with the same readiness that was shown on the occasion of the first concert. It is significant that on that occasion 873 persons paid for seats, whereas, at the last concert which appeared to be equally well patronised, only 294 paid for their seats.

It is believed by the Committee of the K.R.A. that if the public clearly understand that these band concerts cannot be continued without their cordial support, they will gladly do their bit. Consequently, at the forthcoming concert, it will be arranged that admission by the main entrance, in the centre of the grand stand, will be by ticket only (20 cents unreserved and 50 cents reserved). Free admission will only be obtainable at the side gate, and it is hoped that there will scarcely be any need for that gate to be opened.

There is a reason for stressing the financial aspect of these concerts because the Government, when asking the K.R.A. to organize the series, wrote in these terms: "This Government is willing to leave the organisation of the concerts in the hands of your Association, and to provide an initial subsidy of not more than \$200 per concert for six concerts, although it is suggested that the concerts might well become self-supporting." As will be seen, it is only an initial subsidy that is promised and self-support is held out as a future possibility.

Statement of Accounts—Band Concert, July 23, 1930.

EXPENDITURE	
Printing and advertising.....	\$ 23.50
Printing programmes.....	15.00
Chair hire.....	70.00
Remuneration to ticket-sellers.....	12.00
Band fee.....	250.00
Refreshments for band.....	26.00
	\$396.50

RECEIPTS	
Credit Bce., brought forward.....	\$ 17.05
234 seats, at 20 cents.....	58.80
172 reserved seats, at 50 cents.....	86.00
Fee for advertisement on programmes.....	15.00
Sale of programmes.....	16.50
Government subsidy.....	200.00
Debit balance.....	3.15
	\$396.50

The weather this week has a more settled aspect and there is every likelihood that the concert will not have to be postponed. It may also be mentioned that we have heard that the band of the Somerset Light Infantry Band will be somewhat augmented and that a programme has been arranged which is well fitted for an open air performance.

The Programme.

- PART I.
1.—Pompourri:
"Martial Moments".....Winter.
2.—Overture and Gavotte:
"Mignon".....Ambroise Thomas.
3.—Grand Fantasia:
"La Traviata".....Verdi.
4.—Waltz:
"Beautiful Danube".....Strauss.
5.—Fox Trot:
(a) "Caught in the Web of Love."
(b) "I'm in Love with You."
Interval.
PART II.
6.—A Cockney Suite:
"Cameos of London Life."
No. 1.—A State Procession—Buckingham Palace.
No. 2.—The Cockney Lover—Lambeth Walk.
No. 3.—At the Palais de Danse—Anywhere.
No. 4.—Elegy—Thoughts on Passing the Cenotaph.
No. 5.—Benevolent Society—Anyplace.
7.—Community Singing:
"Old Favourites".....S. T. Odger.
8.—Duet for Two Cornets:
"Alpine Echoes".....Herfurth.
Soloists: Lee-Corral, A. Early and Bds. H. Blogg.

- 9.—Two Pieces:
(a) "Berceuse de Jocelyn".....Godard.
(b) Trombone Solo:
"The Switchback".....Sutton.
Soloist: Bds. G. Wallace.
10.—Selection of Songs:
Willfred Sanderson.
11.—The Day Thou Gavest Lord is Ended.
Regimental March:—Prince Albert.
Conductor: Mr. E. J. Woolcott.

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- 4.—Baked Macaroni in Gratin
- 5.—Stewed Chicken and Fresh Mushroom
- 6.—Roast Leg of Veal
- 7.—Cold Bolognese Sausage
- 8.—Orange Jelly
- 9.—Cheese
- 10.—Dessert
- 11.—Tea or Coffee

Cold TIFFIN 75 cts.

- Iced Consommé
- Cold Roast Beef or Mutton
- Cold Boiled York Ham
- Cold Roast Chicken
- Potato Salad and Mayonnaise
- Ice Cream
- Fruits
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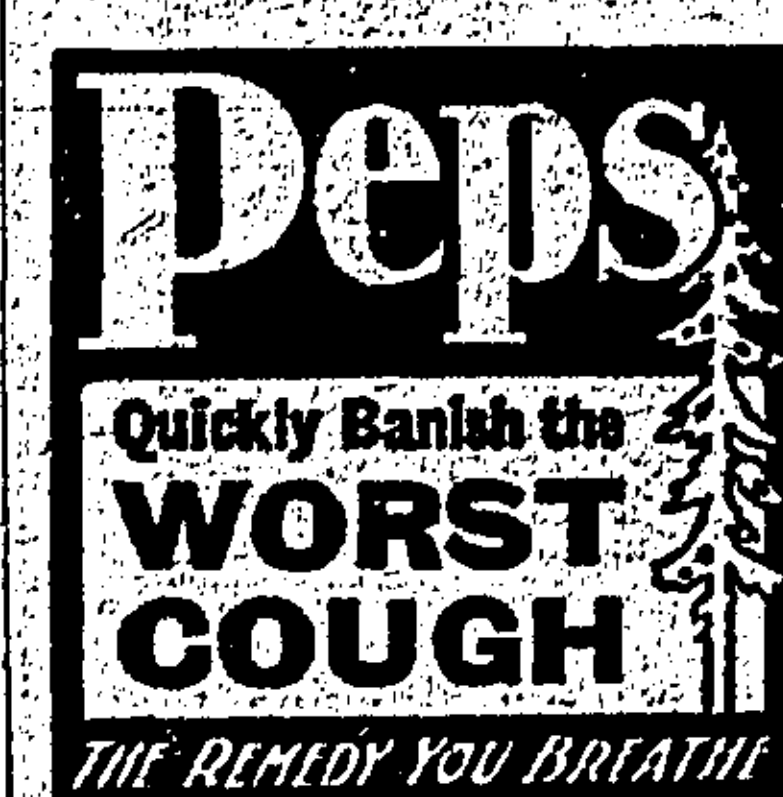
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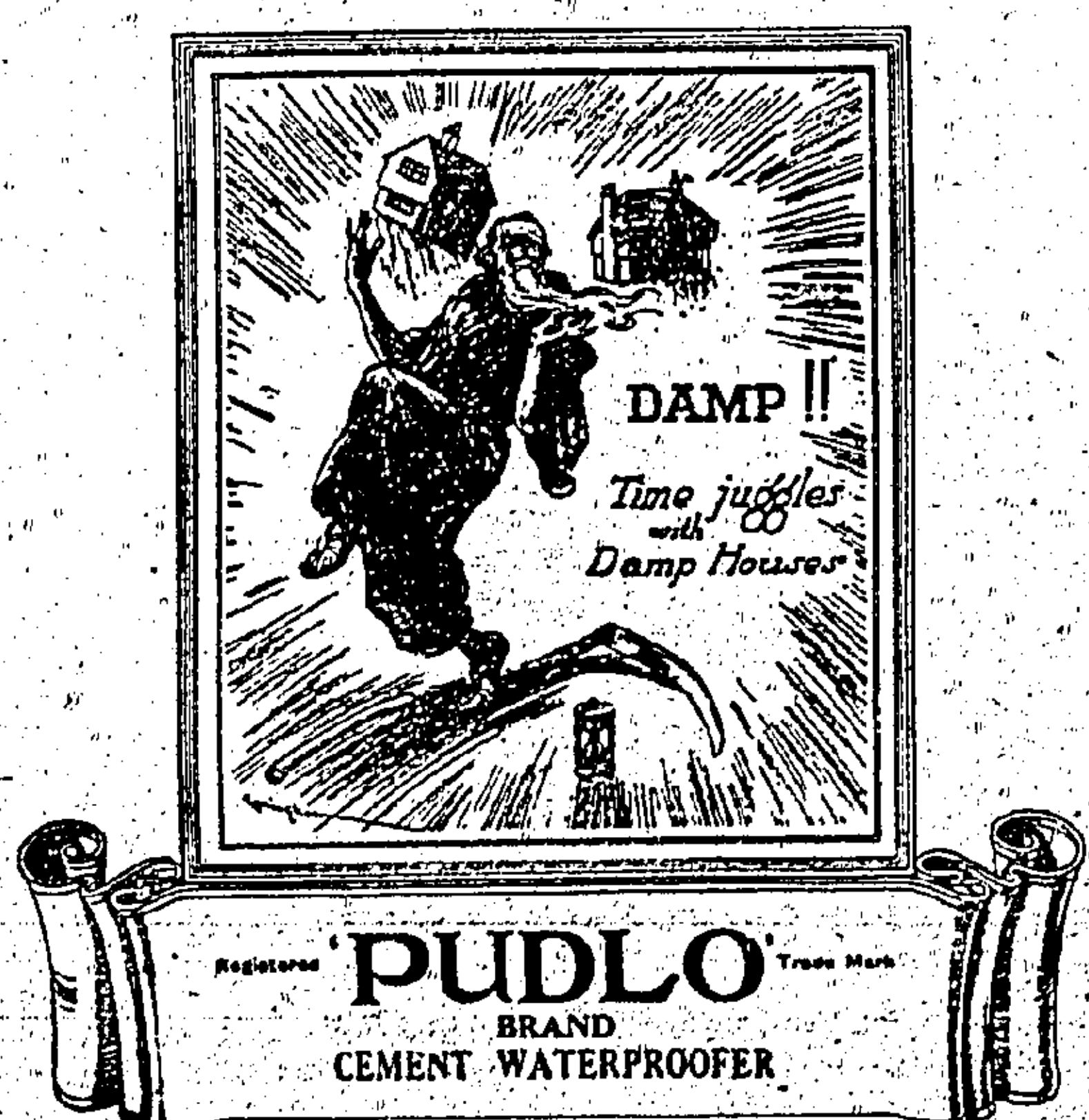
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"ILLUSION"
A Talking-Singing-Dancing Love Story

MURDEROUS ATTACK ON CHINESE WORKER.

A murderous attack was made
upon a Chinese worker in Chung
Ching Street shortly after 10 o'clock
yesterday morning.

The victim, employed by a con-
tractor, was walking along Chung
Ching Street when a man came up
and stabbed him on the head with
a knife. He raised an alarm, and
the would-be assassin ran down
Queen's Road.

The assassin was arrested by the
police at a tea-house in Chung
Ching Street, while the unfortu-
nate man was rushed to the Govern-
ment Civil Hospital.

POSED AS PRINCE.

COURT ECHO OF SHOOTING "DRAMA."

There was an echo in the Cam-
bridge Police Court last month of
the recent shooting tragedy in which
a university tutor and a police
officer were murdered by Douglas
Newton Potts, the undergraduate,
who committed suicide afterwards.

Norman James Mountfield, of
Fitzwilliam House, Cambridge, an
undergraduate, appeared to give
evidence in a case in which Fred-
rick Montague Manning, of the
White Hart Inn, Tuddenham, near
Mildenhall, was accused of pledging
Mountfield's credit without per-
mission.

Manning's defence was that as the
result of a conversation held in the
room formerly occupied by Potts, he
was under the impression that Mr.
Mountfield had given such permis-
sion.

In Dead Man's Room.

It was stated in evidence that
Manning had obtained a leather
golf coat, a pair of golf shoes, and
a tennis racket from different Cam-
bridge shops in each of which he
asked for and was given credit in
the name of Mr. Mountfield.

Manning is the son of the licensee
of the White Hart Inn, which, it
was stated, was frequently used by
the dead undergraduate and his
companions.

Cross-examined by Manning, Mr.
Mountfield agreed that he saw him
in Potts' room.

He denied that he had said his
father was the Czar of Russia, who
was murdered in the revolution, and
on the question being put to
him again, he said, "I did not say
the Czar of Russia. I said the
Grand Duke Michael."

Manning's father, giving evidence
said the charges against his son had
come as a great shock to him.

"Mr. Mountfield," he said, "has
posed as being the heir of the Czar
of Russia, and he has given my boy
the idea that he has unlimited
means, and he has told him that he
could have anything he liked at
his expense."

Manning was bound over for
three years to be of good behaviour
in the sum of £50, with his father
as surety in a similar sum, and the
magistrate advised the father to put
his son to work.



Adolphe Menjou
HIS TIGER LADY
EVELYN BRENT
A Paramount Picture

Tiger, tiger. Fierce, Majestic,
soft, fascinating. All the para-
doxes possible in nature join
in this fascinating woman who
captivates the captivating
Menjou.

WEDNESDAY TO SATURDAY
Daily at 2.30, 5.30, 7.20 & 9.20 p.m.
AT THE
MAJESTIC THEATRE

"FLAMING" LETTERS IN DIVORCE CASE.

DOCTOR AWARDED £2,000
DAMAGES.

Dr. Harold William Read, of
Sutton Scotney, near Winchester,
was granted a *decree nisi* in
the Divorce Court last month
when he asked for the dissolu-
tion of his marriage because of his
wife's alleged misconduct with the
co-respondent, Mr. Lambert Win-
tingham Marshall Taylor. Dam-
ages against Taylor were assessed
at £2,000.

Lord Merrivale, in summing up,
said it had been suggested that the
wife was a worthless woman. In
1924 Dr. and Mrs. Read made the
acquaintance of Taylor. When Dr.
Read found letters in 1925 addressed
to his wife from Taylor, he wrote
pointing out that Taylor's associa-
tion "with a young and foolish girl
was compromising her."

"Surprise Letter."

Taylor replied:—
"Your letter came as a complete
surprise. I understood you had not
the slightest objection to my seeing
Mrs. Read."

"I thought you had realised the
harmlessness of the association, and
I have not the slightest desire to
compromise her in any way. You
seem to have a recurrence of ground-
less jealousy which no doubt I shall
have to ponder to."

Later the doctor took his wife to
Italy and then to India. In 1927
the wife came to London, and it
was alleged that she and Taylor
were committing misconduct.

At this time the wife was writing
her husband in India, saying she
was terribly lonely although she
was having a good time, which, how-
ever, she would give up to be with
Dr. Read. In a later letter she
wrote about another man she had
met.

"I am firing, of course, but, as
you know, I cannot help that. I
want you to know this much, that
I can keep myself to myself, and go
no further than a handhold in a
taxi."

"Declared His Love."

Misconduct was admitted in
February, 1928, and Taylor about
this time wrote the wife "flaming"
letters declaring his love for her,
and referring to "when she left him
after six days of heaven his brain
was like cotton wool."

FARM MANAGER GORED BY BULL.

DEATH FROM TERRIBLE INJURIES.

After being gored by a bull on
Barry Farm, Newton Stewart, Mr.
Robert Currie, farm manager
there, died as the result of his in-
juries.

Mr. Currie, who managed the
farm for his son, Mr. Robert Cur-
rie, was doing his rounds of the
farm in the morning when he was
attacked by a bull in a field. The
injured animal gored Mr. Currie
severely about the face, and the
horn punctured his body in several
places. There was no one near
to give any assistance, but sudden-
ly a farm dog appeared and began
molestering the bull, which then ceased
its mad attack.

Mr. Currie was found by Mr.
James Adams, and though medical
aid was summoned Mr. Currie was
too badly hurt to be taken to Dum-
fries Infirmary. He died later in
the day.

TRIED TO REFORM.

LAPSE AT HOUSE OF BARONET.

A former associate of criminals
who started to sell an anti-burglary
device was found guilty at London
Sessions recently of burglary at the
house of Sir Ian "Peter" Monro
Walker at Kingston Hill (Surrey)
and stealing six £5 notes and other
property.

The man was James Clough, aged
44. Sentence was postponed.

A constable said that his Alsatian
dog led him to a bush on Kingston
Road, where he found Clough. He
arrested him for behaving sus-
piciously. After taking Clough to the
police station, he returned to the
spot and found a canvas bag con-
taining six £5 and eight £1 notes.

Evidence was given by a detective
that before the war Clough was re-
garded as an associate of clever and
persistent criminals. After he left
the Army he made genuine attempts
to lead an honest life, and other
criminals had probably led him
astray. Recently he really seemed
to have intended to reform not only
himself but others, and he started
to sell an anti-burglary device.
This proved to have a serious defect
and he gave it up.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
333 METRES.

11 to 11.30 a.m.—Commercial News.
11.30 a.m. to 12.30 p.m.—Chinese
programme.

12.30 p.m.—European recorded pro-
gramme.

1.30 p.m.—Weather report. Euro-
pean programme continued.

2 p.m.—Close down.

6 p.m.—Chinese programme.

7 p.m.—European programme of
Columbia records selected and
supplied by Messrs. Anderson
& Co.

8.15—Overture (Wagner), The
Regimental Band of H.M.
Grenadier Guards.

The Student Prize—Serenade and
The Student Prize—Drinking
Song (Romberg), Three Male
Trio with Chorus of H.M.
Theatre Orchestra.

Patience—Vocal Gems (Gilbert
and Sullivan), Columbia Light
Opera Company.

Talkie Tunes, Medley Waltz, De-
broy Somers Band.

Scene De Ballet (Sear) and
Second Movement from "Sym-
phonie Pathétique," (Tschai-
kovsky), J. H. Squire Octette.

The New Moon—One Kiss and
The New Moon—Love Come
Back to Me, Evelyn Laye and
Chorus.

Follow Through—Selection (Hen-
derson), The Piccadilly Players.

The Flying Dutchman—Erik's
Song (Wagner) and The Flying
Dutchman—Steersman's Song
(Wagner), Francis Russell,
Tenor.

Everybody's Melodies, J. H.
Squire Octette.

Don Giovanni—Batti Batti (Mo-
zart) and Don Giovanni—Mi
Tradi Quell Alma Ingrata
(Mozart), Miriam Licette,
Soprano.

Indian Queen, Folk Dance and
Holston Furry Processional,
Folk Dance, B.B.C. Wireless
Military Band.

Goliwog's Cake Walk (Debussy)
and Dance of the Tumblers
(O'Donnell), B.B.C. Wireless
Military Band.

Poet and Peasant—Overture.
(Suppe), Percy Pitt and Aug-
mented Symphony Orchestra.

The Love Parade—Selection
(Scherzinger), Jack Payne and
His B.B.C. Dance Orchestra.

Concerto Grosso in D Minor
(Vivaldi), Zurich Tonhalle Or-
chestra.

8 p.m.—Weather report. Relay
from the Kowloon Football Club
Public Band Concert.

11 p.m. (Approx.)—Close down.

Due to a price war, gasoline re-
cently was sold in some parts of
California at from five to seven
cents a gallon, including a three-
cent tax. That would almost make
one want to buy a big car in or-
der to save more money by using
more gasoline.

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LATEST SONGS—GORGEOUS COSTUMES
DARING DANCES

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At 5.30 & 9.20.

AT THE **WORLD** FINAL SHOWINGS TO-DAY
"THE LIFE OF A TUCHUN"
(A CHINESE DRAMA)



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TO LET From 1st AUGUST, 1930,
Second Floor, No. 3, CAMBAY
BUILDINGS (No. 302 Nathan Road, Kow-
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FRENCH BANK BUILDING. [3659]

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STREET, Mongkok.—Water
Frontage and use of pier. Area. 90 ft.
x 24 ft.—Apply Box 9301, c/o Hong Kong
Daily Press. [9301]

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quent Employer giving up House.
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Hong Kong Daily Press. [349]

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OFFICE CLERK with Thorough
Knowledge of English Correspondence
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required to Post Office Box No. 972.
[686]

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WANTED TO BUY—Second
hand Excelsior 2½ H.P. Two-
stroke MOTORCYCLE, must be in
Good Condition. Please state parti-
culars and Price to Box 9710 c/o Hong
Kong Daily Press. [9710]

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The following classes of advertisements are charged at the price given below—

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When so required replies to box numbers will be posted to advertisers daily. Extra stamps
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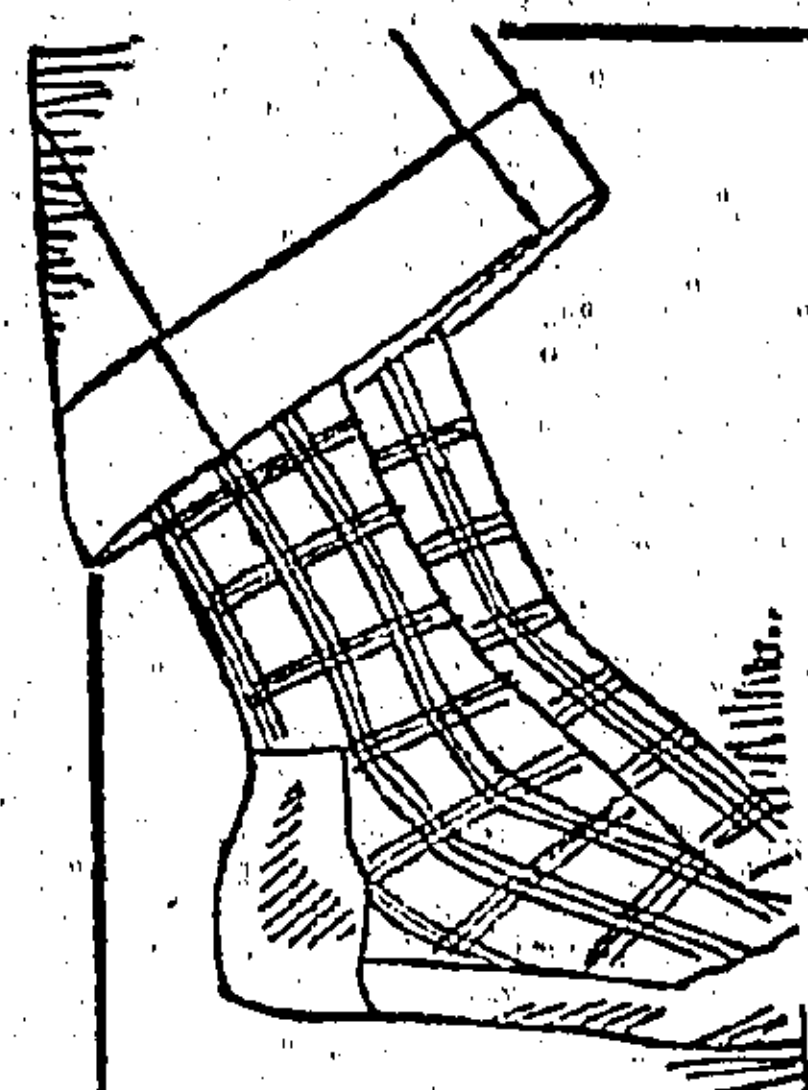
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Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid
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Not so many years ago the man who sported colourful socks was called 'a fop,' 'a dude,' 'a knut.'

Now we realise these were brave pioneering spirits. They brought colour into hosiery, and taught us all to be fastidious in the matter of socks. The lesson has been a good one.

Our newest designs should appeal to you. A fine variety, reasonably priced.

Prices from \$2.50 per pair.

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NEW CONSIGNMENT

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\$10.00 SUIT

CALL EARLY FOR THESE.
MEN'S OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.

NEW TERRITORIES DEVELOPMENT.

A CREDIT CO-OPERATIVE SYSTEM.

NEW ASSOCIATION FORMED.

At a recent committee meeting of the New Territories Agricultural Show, the constitution for the forming of the New Territories Agricultural Association was passed and the question of registration is now in the hands of Messrs. Deacons, solicitors.

The reason for the establishment of the Association is that it will be the headquarters hereafter for carrying out the programme for the commercial development of the New Territories. One of the principle things that will be taken up at an early date is the putting into operation of the credit co-operative system which has been mentioned in this paper previously.

The committee has gone into the various methods of credit co-operative systems operating in India and other parts of the British Empire, and have come to the conclusion that the most feasible thing to do is to introduce a method adaptable to the Chinese in the New Territories. The method evolved for the formation of the credit co-operative system in the New Territories is as follows:—

The Co-operative System.

There shall be 1,000 members or shares to form a group.

Each member is to pay \$30, payable in 5 yearly instalments of \$4 a year, or to pay \$18 in one instalment during the first year.

Refund.

From the 6th to the 15th year inclusive, 50 members are to be paid every year.

From 16th to 20th year, 100 members are to be paid by drawing lots annually.

The amount to be refunded shall be \$21 a member on the 6th year, increasing \$1 annually, therefore on the 20th year each amount to be repaid shall be \$35 each.

Annual Bonus.

From the 21st year to 40th year, each share is to receive an annual bonus of \$1 provided the Association shall be able to show a profit of \$2,000 a year on the money accumulated thereon. If the Association can not show a profit of \$2,000 from money thus accumulated, the annual payment of \$1 each share shall cease.

At the end of 41st year any amount left shall be at the disposal of the Association, and all members shall have no more claim whatever on the money.

A loan exceeding the amount is to be referred to the Committee for consideration.

The District Officer for the time being shall be the Supervisor (i.e., like the Central Bank), who shall apportion the loan at the recommendation of the officer and inspector.

All loans must be on security. Rate of interest shall be 10 to 12 per cent. a year, payable half-yearly, i.e., after each crop.

All loans are annual and can be renewed upon payment of all interest due.

GIRL'S SUCCESSFUL FIGHT FOR LIFE.

DEATH SENTENCE CHANGED TO LIFE IMPRISONMENT.

Before Judges Soong, Doo and Yih and Procurator Zung in the Second Branch of the Kiangsu High Court last week, Chang Wen Ching, daughter of a wealthy local merchant made a successful appeal against a sentence of death which was imposed on her for being concerned with three others in murdering her father's concubine at 762 Carter Road Shanghai on January 26 last.

Appellant was originally charged with murdering her father's concubine following a quarrel concerning her father's properties and it was alleged that, in order to do this, she secured the assistance of the other three. She was arrested on the day that the body was found and sentenced to death with the others who were arrested a week later in Chinkiang. At the last hearing, she denied the charge and said that she was wrongfully charged because she knew nothing about the murder. The lower court had been in a hurry to investigate the full facts of the case.

Chen Un-zai, another of the prisoners, admitted full responsibility for the crime and said that his fellow prisoners had nothing whatever to do with the affair. He had (Continued of foot of next column.)

FORGED RAILWAY PASS.

RAILWAY EMPLOYEE FINED.

Before Mr. Whyte-Smith yesterday, an employee of the Kowloon-Canton Railway faced the charge that he "unlawfully did forge a document to the Traffic Manager of the Kowloon-Canton Railway purporting to have been signed by Li Kwai with intent to defraud."

Defendant told the Court that the son of a relative of his wanted to go to Canton without paying the full fare. He wanted a privilege ticket so he (defendant) spoke to Li Kwai, another employee of the railway, about the matter. After writing an application in English, he signed Li's name as it was the custom that all employees of the K.C.R. were allowed a privilege ticket.

Mr. F. Winyard stated that all employees of the railway were allowed one free privilege ticket annually, and they were also allowed one privilege ticket (quarter fare) from Kowloon to Canton and three from Sumchun to Canton. He received an application on August 8 and forwarded it to the Traffic Manager, who in turn sent it to the station master. On Sunday, while inspecting tickets on a train, he (Mr. Winyard) noticed a young man who resembled defendant more than he did Li Kwai. This man got the ticket by pretending that he was Li's son, and when the latter heard about it, he was very much surprised.

The Magistrate remarked that Li was aiding defendant to a certain extent when he said when approached about the privilege ticket, that the defendant could attempt the fraud if he liked. His Worship added that it was an anomaly that the ticket should have the words "not transferable" when it had no name on it, and suggested that in future, such tickets be handed over to the employees personally.

Continuing, the Magistrate said that although the charge was brought under the Forgery Ordinance, the case was just a mild form of forgery that he would record it that the man obtained a ticket under false pretences. A fine of \$25 was accordingly imposed.

DRIVER LAUGHS AT POLICEMAN.

TRAFFIC CASES AT CENTRAL MAGISTRACY.

Among the traffic cases heard by Mr. Lindsell at Central Magistracy, one concerned a Chinese driver of a public motor car, who was involved in an accident on August 2, only one day after he had passed the tests for his driving licence.

It was alleged that in attempting to drive from Des Vaux Road into Queen's Street, he cut the corner so sharply that he knocked over a ricksha standing on the pavement. The ricksha, in falling over, hit Sergeant Winsdale on the shoulder. Defendant laughed and drove on without stopping.

A fine of \$10 was imposed. Francis Lee was summoned for driving his solo motor cycle in Queen's Road Central at 8.50 p.m. on July 13, contrary to the provision of his learner's licence, and for driving dangerously by carrying two passengers.

Defendant pleaded guilty to the first charge. Regarding the second charge, he submitted that there was no danger as one of the occupants behind him was only a small boy.

The Magistrate registered a conviction, and fined defendant \$10 on each count. For not having a tail light on his car on the evening of July 28, and for failing to produce his driving licence at the Traffic Office when he was given a chance to do so, George Lee was fined \$5 on the first count and \$10 on the other.

According to Traffic Inspector Alexander, the defendant was stopped when he was found to have no tail light on his car. He was asked to produce his licence, but replied that he had forgotten to carry it. He was given an opportunity of showing his licence at the Traffic Office the following morning, but did not put in an appearance.

murdered the woman because she had been having relations for some time.

In upholding the death sentence passed on Chen Un-zai, the Court of Appeals reversed the decision of the lower court and imposed a life sentence on the girl and the two other prisoners.

ANOTHER THREAT TO CHANGSHA.

RECAPTURE BY "REDS" EXPECTED.

INNOCENT RESIDENTS KILLED AS COMMUNISTS.

According to Chinese cable advices from Hankow, Changsha is on the verge of being re-captured by Communist troops, which have arrived at a point about 50 li from the city. The people are again terror-stricken, and many wealthy Chinese residents and merchants have fled.

Most of the foreign residents have left for Hankow.

Rigid martial law has been declared both in Changsha and Hankow, the latter place being the next objective of the Communists.

The residents of Changsha have been greatly disheartened with Governor Ho Chien for his high-handed and cruel action in dealing with alleged Communists. A great number of residents, suspected as Communists, are arrested daily. Since his troops re-captured Changsha, over 1,000 alleged Communists, including many innocent people, have been butchered. The people have wired the Central Government in Nanking, protesting against Ho Chien's ruthless suppression of suspected Communists and the slaughter of innocent people.

The Japanese Consul at Changsha, who arrived at Hankow on Monday, in a conversation with the Japanese Consul at Hankow, confirmed the report that the Communists were approaching Changsha. He stated that order has not been completely restored since the city was recaptured.

The Communists in the vicinity of Hankow have again become very active. They have again damaged the railway track of the Peiping-Hankow Railway between Siaokan and Chuchikow, to the north of Hankow, and the railway service has been held up in consequence.

It is understood that preparations are under way by Communists in Hunan, Hupeh and Kiangsi to attack and capture Hankow as their base. The Communists in Kiangsi, who two weeks ago threatened to attack Nanchang, have left for Hunan to co-operate with their allies there who are threatening to re-capture Changsha.

The military authorities of Hankow are taking strict precautions.

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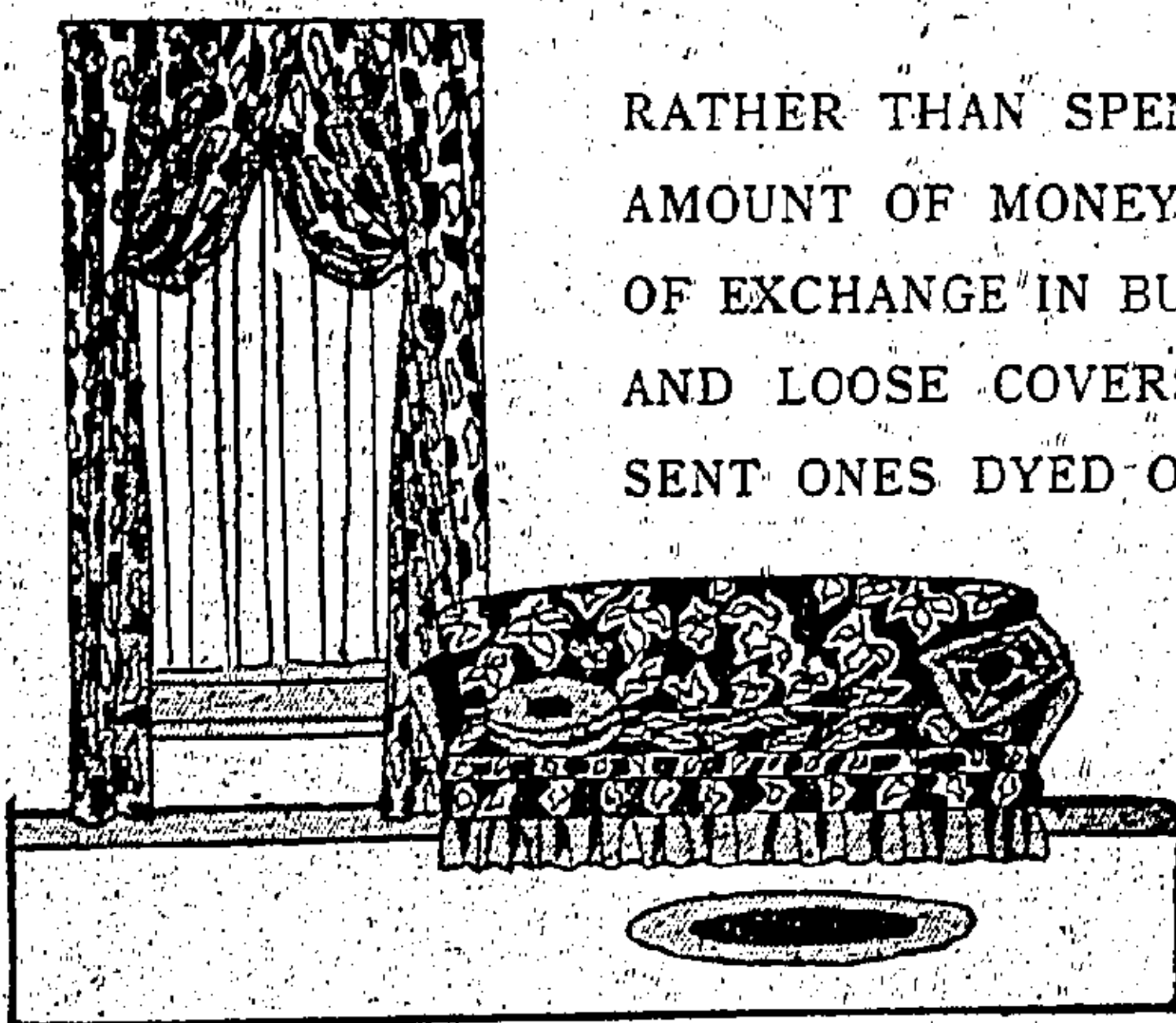


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LOK MA CHAU TRAGEDY

FURTHER EVIDENCE AT CONTINUED HEARING OF INQUIRY.

COOKBOY RELATES BEGINNING OF GHASTLY AFFAIR.

The inquiry into the tragedy at Lok Ma Chau Police Station on the night of July 21, was continued at Central Magistracy yesterday.

Mr. R. E. Lindsell sat as Coroner and the special jury comprised Mr. A. L. Shields, Mr. C. A. da Roza and Mr. A. G. Coppin.

Some gruesome details of the injuries to the dead were brought out in medical evidence given by Dr. J. Smalley.

A cookboy and amah, employed at the Police Station both gave evidence, in which they gave details of the beginning of the shooting.

GRUESOME DETAILS OF INJURIES.

An Huen, houseboy employed by Sergeant Madgwick, giving evidence, said that on the afternoon of July 21, at about 5 p.m. he was in the kitchen when he heard a shot fired. He rushed to the adjoining room and looked out of the window. Standing on the slope at the back of the Police Station was an Indian, who was dressed in a white shirt and a pair of shorts. He was holding a rifle and aiming down the slope.

Witness said that he recognised the Indian as one who was attached to the Station, and who was later found to be Dalip Singh. The houseboy ran out to the verandah, and on his way he heard two more shots. He did not know who fired the shots, which appeared to come from behind the compound wall.

Continuing, witness stated that he saw the Indian guard running into the compound through the back gate. The guard had nothing in his hand. When the guard reached the store room, which was at the middle of the compound, Dalip Singh, also came into the compound. He had a rifle in his hand. As soon as he appeared, he fired a shot down the passage by the charge room. The Indian guard ran into the charge room and switched on the alarm bell.

By this time, Dalip Singh had arrived at the bottom of the staircase leading to the Sergeant's quarters. As soon as Dalip Singh had started upstairs, Indian Constable Be who was the Station guard in question also came into the compound by the back gate. He was pressing his hands against his stomach. He stumbled along until he reached the Indian cookhouse where he collapsed. He seemed to be groaning and writhing in pain.

Immediately after, witness heard a shot fired from the direction of the first floor. Dalip Singh appeared from the back verandah of the Sergeant's quarters and aimed two shots in the direction of witness. The bullets, however, went over the roof.

Five Shots In Quick Succession.

Proceeding, the houseboy said that he then saw Mrs. Madgwick coming out of her room. Witness signalled to her to return. Mrs. Madgwick accordingly withdrew. The houseboy then went into the amah's room and closed the door. About three minutes later, he heard four or five shots fired in quick succession. The sounds came from the Sergeant's bathroom. An interval of about five minutes elapsed, and then more shots were heard. "I could not gather from where these shots were fired, because I concealed myself under the amah's bed," said witness.

Towards the approach of evening, said witness, he heard sounds of a wooden cover in the latrines being lifted and replaced.

About 8 p.m. he heard the Indian guard shouting from the charge room in Hindustani. The Indian interpreter replied to him from the Indian Married Quarters. At about 1 a.m. the rescue party from Hong Kong entered his room and he then got out from his place of concealment.

Replying to Mr. King, the houseboy said that at about 4.40 p.m. that day, he saw Dalip Singh holding a rifle and bayonet, sitting beside the flagstaff. He was cleaning the weapon with a rag. He did not hear Mrs. Madgwick calling at any time, but hear someone groaning, although he could not say from whom the sounds came.

Terrible Injuries.

Dr. J. Smalley, medical officer in charge of the Kowloon Hospital, stated in the course of his evidence that he received a telephone message on July 21 at 7.40 p.m., and proceeded at once to Lok Ma Chau arriving there at 9.15 p.m. It was not until 11.40 p.m., however, that he entered the Police Station.

The first body that the doctor saw was that of Mrs. Madgwick who was lying on her back in the sitting room with her head against the door leading from that room into the bathroom.

"I judged from her temperature," said the witness, "and from the degree of rigor mortis that she had been dead from five to six hours. The panels of the door of the bathroom had five shot holes in them. The whole of the back of the skull was blown away. One bullet would do that damage at that range. He must have fired several shots at her. I don't know whether he shot her with the Lewis gun or rifle."

The Coroner remarked that he understood that evidence would be called to show that the Lewis gun was not used at all.

Dr. Smalley went on to say that there was distinct evidence that more than one shot was fired at Mrs. Madgwick, as one of the walls had three distinct pieces of Mrs. Madgwick's hair in the bullet holes. It was possible that the first one or two shots might have merely taken just a bit of her hair away and the last one might have done all the injury.

Death Instantaneous.

Death must have been instantaneous. There was, no other wound. An examination by the doctor at that time revealed that she was not physically assaulted.

Regarding Dalip Singh, the constable who is alleged to have shot Mrs. Madgwick, the doctor said that his body was found on the front of the first floor verandah. His body was warmer than that of Mrs. Madgwick but his rigor mortis was more pronounced. The doctor was of the opinion that he could not have been dead more than five hours.

Dalip Singh, said the doctor, died of a bullet wound, which was fired at close range and was undoubtedly self-inflicted. The wound carried away the cavity of his right eye and the surrounding bone. The posterior wall of the skull behind was blown right off. No other wound was found on post-mortem examination.

Chajjar Singh, another Indian constable who was shot, died of a bullet wound in the abdomen. He did not die at the time he was shot. According to witness, this man was shot through the back, the entry wound being two inches to the left of the middle line of his back on the level of the third lumbar vertebrae. The exit wound was in

(Continued on next column.)

CORRESPONDENCE.

THE BISHOP'S "LEAVE."

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—I have felt amazed and indignant at the acrimonious tone of the discussion in your columns, on the Bishop's so-called "leave," which, as Mr. Stewart has pointed out, is not "leave" at all, but a tour of important and hard work—in the first place to attend the Lambeth Conference, at which all the Bishops and Archbishops of the Anglican Church are gathered, and in the second place to collect funds for the work of the Diocese, which are not forthcoming from the people of Hong Kong.

I am a comparatively new-comer in the Colony, but have been here long enough to have some personal acquaintance with the Bishop, to learn something of his busy life, and to know how fortunate this Diocese is in being presided over by such an excellent, hard-working, kindly, and broad-minded Chief Pastor.

The Diocese is an enormous one in extent, reaching as it does almost to the borders of Tibet, and involving long, laborious and dangerous journeys.

The attempt of "Catholics" to introduce a little sectarian advertisement into the discussion would be amusing if it were not disgusting:—"We don't want to make invidious comparisons—oh no!"—but—

Even if the Bishop were on leave—which he isn't—why shouldn't he be? Don't we all need a little leave now and then, even if we live in the comparatively cool regions of the Peak, and not in the noisy and smelly quarters where the Bishop's House is situated?—Yours faithfully,

FIAT JUSTITIA.

HONG KONG: August 12.

front, three inches to the right of the middle line at the space between the tenth and eleventh ribs. The body was very much warmer than the other two and the bleeding was purely abdominal; the doctor's opinion was that this man lived the longest of the three.

Death Two Hours After Injury.

The post-mortem on this body revealed that the stomach was shot right through and that the liver was badly lacerated. Death must have been considerably delayed, probably taking place two hours after the injury.

The Coroner: Supposing the station had been recaptured within an hour of this man being shot, do you think his life could have been saved?—It is just possible that he might have been saved. The stomach does not matter at all—that could be patched up. The question of the laceration of the liver, however, was a difficult one. It was possible, but not probable that his life could have been saved.

In answer to Mr. King, witness said that the injury to this man was more likely to have been caused by a rifle shot than by a revolver shot, but witness would not like to say definitely. In answer to the jury, witness said that no other theory than that the wound on Dalip Singh had been self-inflicted, could be entertained.

Amah's Evidence.

An amah, employed at the Lok Ma Chau Station, said that Mrs. Madgwick accompanied her husband as far as the gate of the Police Station on July 21 and then returned to her quarters. At 5 p.m. witness was in the cookhouse when she heard a shot fired. On looking out subsequently she saw an Indian constable with his hand to his abdomen and later saw him collapse. She saw the Indian go up to the first floor and fire two shots. He appeared on the passage on the verandah overlooking the compound. The shots, said the witness, were fired in the direction of the bathroom. Witness then ran into her own room to conceal herself.

In answer to the Coroner, witness stated that she had seen Mrs. Madgwick was on the dining room verandah before Dalip Singh went up. She proceeded from the dining room to the sitting room. Witness stated that after she had concealed herself, she only heard three more shots fired.

The hearing was at this stage adjourned until Friday afternoon.

MUI-TSAI IN CANTON.

STRINGENT REGULATIONS.

(FROM A CORRESPONDENT.)

Since the enforcement of registration of mui-tai in Hong Kong, many owners have taken their girls to the S.C.A. to effect registration (4,209 in all). The number of unregistered mui-tai is probably considerable, and not a few have been sent to Canton in order to evade registration.

When they get to Canton, however, they find themselves up against the local law, because the Canton Government has recently issued a proclamation prohibiting the buying and selling of mui-tai throughout the province of Kwangtung. Through a social worker in Canton, the Anti-Mui Tsi Society has succeeded in obtaining a copy of the particulars required on registration, which may be summarised as follows:—

1.—From the date of proclamation, it is prohibited to buy or sell mui-tai; neither is it allowed to acquire girls under the pretext of their being adopted daughters.

2.—Persons having mui-tai prior to the date of proclamation must comply with the following rules:—

Registration.

This must be done within one month from the date of the proclamation. Two photographs, 2 by 4 inches, are required, and the application-form must declare the name of the owner, age, place of birth, address and occupation; name of mui-tai, age, place of birth, address and occupation; name of intermediary, age, place of birth, address and occupation; reason for the sale of the mui-tai; dates of the deed of sale and the handing-over of the mui-tai; purchase-price paid.

Treatment.

Owners are to provide mui-tai with clothing, food, and shelter similar to their own children. Mui-tai under the age of 12 must be sent to school.

Mui-tai above the age of 13 must be sent to school after they have performed their daily work. No ill-treatment of any kind is allowed.

Marriage.

When a mui-tai comes of age, she should be married, and the marriage should not take place later than the age of 20.

Marriage should have the mui-tai's own consent. When arranging marriage, owners must not demand unreasonable compensation for cost of maintenance.

In the event that parents of mui-tai are unable to take care of them, they shall be turned over to the custody of the Institute for Poor Girls.

In any attempt to exact more money for the marriage of mui-tai, both owners and intermediary will be severely dealt with, and are liable to a fine of \$1,000 or imprisonment for one month.

KOWLOON 'BUS FATALITY.

INQUEST ON CHINESE WOMAN.

An elderly Chinese woman who was knocked down and killed by a motor-bus in Shanghai Street on July 22 formed the subject of a Coroner's inquiry at the Kowloon Magistracy yesterday. Mr. T. S. Whyte-Smith acted as Coroner, assisted by a jury composed of Messrs. A. Ritchie (foreman), Yung Kwong Cheung and R. P. da Silva.

Dr. Cheng An Chuen, medical officer of the Kwong Wah Hospital, told his Worship that deceased was admitted to the Hospital on July 22 suffering from internal injuries. Though she was knocked down by a motor-bus there were no external injuries. She died ten minutes after admission and was later taken to the Kowloon Mortuary for post-mortem examination.

Cheng Che, an eye-witness, stated that when he was standing at the end of Shanghai Street, a woman, whom she recognised as deceased, was crossing the road but retraced her steps when she heard a motor-bus horn. The bus, in trying to avoid her, swerved to the right and knocked her down. Her ankle became entangled with the mudguard and she was dragged a few feet before the bus stopped.

The driver and conductor corroborated last witness's evidence.

In summing-up, the Coroner told the jury that there was a gap in the evidence as they had not got the evidence of Dr. T. W. Ware who performed the post-mortem examination. He was suddenly called to Gap Rock but a statement (Continued at foot of next column.)

"IRONSIDES" BROKEN UP.

NUMBERS DEPLETED BY SUCCESSIVE REVERSES.

BATTERED REMNANTS IN FLIGHT.

The vernacular Press publishes the following statement by an "Ironsides" officer who recently deserted.

The original number of the "Ironsides" was well over 30,000. They suffered about 11,000 casualties when they were defeated in Northern Kwangtung last year.

In consequence of their defeat at Paklau in Kwangsi this year, their number was reduced to about 13,000. During their capture of Changsha, the provincial capital of Hunan, they incorporated over 1,000 of Governor Ho Chien's Hunanese troops and obtained over 4,000 rifles.

A month ago, they suffered a serious reverse in Southern Hunan at the hands of two Cantonese divisions under Chiang Kwong Nai and Tsoi Ting Kai, and their number was reduced to two to three thousand.

Flee in Two Directions.

Being unable to continue the war after their setback in Southern Hunan, they fled in two directions. Over 1,000 of the remnants followed their allies, the Kwangsi troops, to Kwangsi and are now at Kweilin.

The rest fled to Kiangsi but their present whereabouts are unknown. They disguised themselves as bandits so that they might not be recognised. Chang Fat Fui, the leader of the "Ironsides," is alleged to have retired, but where he is now is unknown. He has entrusted the command of his troops to Sit Ngok, his right-hand man.

THEFT REPORTED BY WIRELESS.

SHIP'S "BOY'S" GOOD INTENTIONS.

The story of how a larceny on board the French mail boat, D'Artagnan, was reported by radio, was told yesterday when a Chinese "boy" employed on the vessel was charged before Mr. H. R. Butters with the larceny of 4,000 francs, 63 piastres and £3, which belong to Mon. F. L. Mascou, the chief wireless operator on board the ship.

Defendant pleaded not guilty. Prosecuting, Detective Sergeant J. Murphy said that defendant absconded with the monies when the vessel was last in port on July 15. The day after, the French Consul received a radio message informing him of the loss and he communicated with the Police who carried out a raid on a seaman's boarding house at 312, Canton Road, Yau-mat, where defendant was arrested.

Found Drawer Forced.

Mr. Mascou stated that after the boat had left Hong Kong, he had occasion to go to his cabin when he discovered the loss. He went to the Chief Officer who happened to know accused's address in Hong Kong, and this, together with the facts of the larceny was communicated by wireless to the French Consul here.

The man told rather a "tall" story. He said that he found the money on the floor of the saloon and he went to look for an officer to hand it over, but as the ship was only staying here for a couple of hours, they had all gone ashore. He then decided to keep the money till an officer returned, and in the meantime he also went ashore to visit some friends.

As luck would have it, just as he was about to leave his friends' house, a shower of rain came down and he was detained. Later he went to the waterfront only to find that the ship had left. As he did not know where the Company's offices were, he decided to keep the money till the ship returned to Hong Kong when he intended to hand it over.

Passing sentence of six months' hard labour, the Magistrate ordered that the 3,500 francs and \$130 found in the man's possession at the time of his arrest be handed over to M. Mascou.

was received from him, which intimated that the deceased had died of fracture of the pelvis and rupture of the organs. There was no negligence on the part of the driver.

"I don't think there is any verdict you can return except a finding of no negligence," said the Magistrate, "and, of course, if you wish to adjourn the case for Dr. Ware to give evidence you may do so," concluded the Coroner.

The jury, however, stated that they were satisfied with the evidence in Dr. Ware's statement and returned a verdict of "death by misadventure."

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ALICE MEMORIAL AND
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THE ANNUAL MEETING of the above HOSPITALS will be held on FRIDAY, AUGUST 15th, 1930, at 12 NOON, in the BOARD ROOM of the CHAMBER OF COMMERCE.

BUSINESS—

- (1)—To receive Report and Statement of Accounts for the Year ended December 31st, 1929.
- (2)—To approve the General Estimate of Expenditure for the Year 1930.
- (3)—To elect the Chairman and Deputy Chairman of the General Committee who shall, ex officio, be Members of the Executive Committee.
- (4)—To elect Five Other Members of the General Committee, of whom Three shall be Chinese and Two Other than Chinese, to serve on the Executive Committee.

F. B. ASHTON,
Secretary.

Hong Kong, August 12th, 1930. [9725]

THE NATIONAL CITY BANK OF
NEW YORK, HONG KONG.

ON and After 25th AUGUST, 1930, INTEREST ON SAVINGS ACCOUNTS will be Allowed at THE RATE of 2% Per Annum on Minimum Monthly Balances Not Exceeding \$10,000.

For THE NATIONAL CITY BANK OF
New York.

F. McD. COURTNEY,
Manager.

August 12th, 1930. [9724]

HONG KONG TRAMWAYS,
LIMITED.

AN INTERIM DIVIDEND of 40 cents per share has been declared payable on AUGUST 13th, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from WEDNESDAY, 13th AUGUST to TUESDAY, 26th AUGUST, 1930, both days inclusive.

By Order of the Board,

W. F. SIMMONS,
Secretary.

Hong Kong, 5th August, 1930. [9708]

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Dr. H. Sheldon's TELEVISION—Present Methods of Picture
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Ralph Stranger's TUNING IN AND TUNING OUT ...50 cents
Selection at will of regional and Foreign broadcasting
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F. Wittels' CRITIQUE OF LOVE ...\$12.50
This book sets out to prove that the new truths about our
sexual life which Freud has discovered are not so loath-
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Sir Richard Page's BABEL ...\$2.50
Or the Past, Present and Future of Human Speech.

Arthur Conan Doyle's THE EDGE OF THE UNKNOWN...\$7.50
Essays which bear upon the question of the invisible and
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A popular psychological statement of the practical values
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WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 5.43 p.m.,
stated:—

No observations re typhoon, com-
munication with Japan is inter-
rupted. Pressure is relatively low
over China.

Local Forecast.—S.W. winds;
moderate; fine.

TYPHOON WARNING.

The following typhoon warning
has been received by the American
Consulate-General from the Manila
Observatory:—

Manila, August 12, 10.55 a.m.—
Typhoon in about 129deg. Long. E.
and 31deg. Lat. N., moving N.

Editorial and Business Offices: 11,
Jico House Street. Tel. 30251.

Night Editor (Wanchai Office):
Tel. 24511.

London Office: 33, Fleet Street,
E.C. 4.

The Daily Press.

Hong Kong, August 13, 1930.

THE BEGGAR NUISANCE.

"CAN nothing be done," asks

a correspondent, "either by the

Government or by some unofficial

organisation, to give food and

shelter to the blind children and

crippled beggars infesting the

streets?" The distressing spectacle

of these unfortunate creatures

wandering and crawling about the

town, noisily clamouring for alms,

is certainly not to the credit of

the Colony. No doubt the problem

is a very difficult one to deal

effectively, like that of the street-

sleepers. But difficulty in finding

a satisfactory solution is no excuse

for ignoring a problem, hoping that

it will somehow settle itself. The

history of the *mui-tai* question is

an outstanding example of that

futile attitude. Begging is an

offence against the law, but appar-

ently the police are disinclined to

take any action against the little

sightless children who, carrying

musical instruments of sorts, go

wandering about in twos and

threes, sometimes led by another

child with normal vision. There

are other beggars who display

withered arms and legs to passers-

by in the hope of receiving alms—

these wretched men also appear not

to be seen by the police.

If the explanation of this official

blindness is that neither in the

Colony nor in Chinese territory is

there a place of refuge for these

helpless creatures, then such a

state of affairs is most deplorable.

Every year the police arrest about

a thousand mendicants in Hong

Kong, and of these all but a score

or two are promptly deported to

Canton or Deep Bay—but they do

not stay long on Chinese territory.

About 80 per cent. of the deportees

find their way back to the Colony—

some of them almost as soon as

the police-launch returns to its

place in the harbour! Evidently

there is no accommodation for them

on Chinese soil, and obviously

begging is much more lucrative in

the business and shopping centre

of Hong Kong than in the high-

ways and byways of Canton. Hence

the keen anxiety to return, and

the speediness of the journey back

to the old hunting-ground. Per-

haps it would be possible for the

Hong Kong Government to discuss

this matter with the Canton

authorities, and ascertain the

feasibility of making mutual

provision for these poor creatures—

though "poor" is perhaps not

quite the right word to use, seeing

that the takings of many of them

must average considerably more

than the earnings of a labourer.

There are objections to the pro-

vision in Hong Kong of an in-

stitution to provide a permanent

home for disabled persons. Tourists

and other visitors to the Colony

who are shocked at the sight of

blind and maimed beggars, and at

the hundreds of men stretched out

asleep on the pavements at night,

do not appreciate the difficulties

of dealing with these problems. The

remedy seems so very obvious, but,

knowing all the facts, it is soon

realised that the obvious remedy is

not quite so simple as it looks.

Perhaps no satisfactory solution is

possible without co-operation be-

tween the British and Chinese

authorities, and the expenditure of

a very considerable sum of money

would be involved in carrying out

such a scheme. Until something is

done along these lines, the beggar

nuisance will remain, for the de-

portation system is merely a grim

joke, affording the Colony only a

few hours' respite before the de-

portees are back again at their old

haunts, and there is no way of

preventing their return.

BACK TO THE BAD OLD
DAYS.

DECAPITATION as a form of capital

punishment, which had been in

practice for centuries but was

abolished with the advent of the

National régime, is being again re-

sorted to by the military authori-

ties in Hankow. The Chinese

Government believes that ghastly

execution in open and public places

of those declared guilty of disturb-

ing local peace and order is essen-

tial as a deterrent. The return to

beheading instead of shooting is a

sequel to the Communist scare pre-

valing in Hankow on account of

the outrages at Changsha. The

devastation of the Hunan capital

caused fear that Wuhan would

suffer a similar fate unless drastic

steps were taken to discourage

such activities. Consequently, in

addition to rushing troops to

strengthen the local defence, the

authorities rounded-up the alleged

adherents of the so-called Red Com-

munist, General Peng Ter Hu.

The youths caught in this hunt

were promptly made to suffer

capital punishment, but instead of

placing them before the firing-

squad, the authorities had them

beheaded at various important

points on main streets, the gruesome

spectacles serving as an em-

phatic indication to other potential

trouble-makers as to what is in

store for them. The restoration of

decapitation is significant inasmuch

as there is an ingrained super-

stition in China that one carries

mutilation into the next world.

In olden days, when a criminal was

decapitated, his body was immedi-

ately removed from the scene of

execution, and only his head hung

up as a warning to law-breakers.

In Hankow nowadays the spectacle

is made more grim, as the authori-

ties leave the body and head of

the executed man on the road for

many hours after execution.

A body without a head and a head

without a body, lying in a welter

of blood in the middle of a

thoroughfare, form a sight horrible

enough for even the most hard-

EXTRALITY IN CHINA.

BRITAIN AGREEABLE TO DRAFT PROPOSALS.

[THROUGH REUTER'S AGENCY.]

NANKING, August 12.

It is reported that the British Government has indicated its agreeability with the draft proposals for the abolition of extra-territoriality, which have been made by the Foreign Ministry and revised as the result of discussions between Sir Miles Lampson and Dr. C. T. Wang.

Sir Miles Lampson is reported to have received instructions to proceed to Nanking to continue the negotiations with Dr. C. T. Wang.

SAFETY OF KANCHOW MISSIONARIES.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 12.

The Catholic Bishop, 4 priests and 8 nuns have safely reached Hsichow, Kwangtung, from Kanchow, and are now on their way to Canton, but Bishop O'Shea and a few other foreigners are still at Kanchow.

[A Reuter message dated August 3 stated that the American missionaries in Kanchow, Kiangsi, numbering 12, had been advised to leave their stations.]

KING AND QUEEN RECEIVE "JOHNNIE."

AVIATRIX INVESTED WITH C.B.E.

[THROUGH REUTER'S AGENCY.]

LONDON, August 11.

Their Majesties received Miss Amy Johnson at Buckingham Palace to-day, and the King invested her with the insignia of C.B.E. "Amy" thereafter flew in her aeroplane "Jason" to Hull, where she received a very enthusiastic welcome from a huge crowd.

[BRITISH WIRELESS SERVICE.]

Hull's Gift of £200.

RUGBY, August 11.

Miss Amy Johnson was accorded a great welcome when she landed from her aeroplane "Jason" at Hull Municipal Aerodrome this afternoon, before going to her parents' home for the first time since her flight to Australia.

A huge crowd lined the roads in the vicinity of the aerodrome, and, after seeing her make a perfect landing, broke into tumultuous cheers.

Miss Johnson was welcomed by the Lord Mayor, who afterwards at the City Hall presented her with an illuminated address in a silver gift case and a silver globe on which the chart of her flight was indicated.

Miss Johnson asked that the balance of the local testimonial fund, amounting to about £200 should be devoted to a scholarship in the science of aviation in Hull University College.

A great civic reception and banquet will be held at the City Hall to-night, and Miss Johnson's speech will be broadcast throughout the country.

THEIR MAJESTIES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 11.

The King and Queen, who arrived in London to-day from Cowes, will stay at Buckingham Palace until Wednesday, when they will go to Sandringham for a short stay before proceeding to Balmoral.

On their way North, they may call at Glamis Castle, where the Duchess of York are staying. It was remarked that the King, as he drove to-day from Victoria Station to Buckingham Palace, looked bronzed and well after his holiday affout.

OBITUARY.

MAJOR-GENERAL CHARLES

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, August 12.

The death is announced of Major-General Charles Mencher, who commanded the Rainbow Division in France and was head of the American Army Air Corps.

RAPE OF CHANGSHA.

FIRST AUTHENTIC ACCOUNT FROM RELIABLE SOURCE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 12.

The first authentic account from a reliable foreign missionary source of the rape of Changsha by the Reds at the end of July states that the city was not burned. "At most a few hundred of the big buildings were seriously damaged and a smaller number burned."

Most of the official buildings and houses were burned.

The island property (on which is situated the Foreign Settlement) remained intact, due to the presence of the foreign gunboats.

Sixty foreign mission buildings were burned, wholly or partially looted, comprising one church, one school, and one residence burned down.

One orphanage, five churches, eight schools and 16 residences were completely looted, badly damaged or demolished; and one orphanage, two hospitals, seven schools, and 16 residences were partially demolished.

In addition, most of the Chinese buildings, servants' quarters and outbuildings on the mission premises were destroyed.

The relative damages were:—

First, the Presbyterians; second, Norwegian Mission; third, China Inland Mission; fourth, Catholics or Episcopal; and fifth, Evangelical Mission.

It is conservatively estimated that the Reds killed 1,000 people, of whom half were wounded soldiers.

The Changsha inhabitants, with haggard eyes and haunted looks, are fearful lest the Reds return, "which would mean a tenfold slaughter."

[THROUGH REUTER'S AGENCY.]

HANKOW, August 11.

General Ho Chien's troops are reported to have evacuated Changsha, and the Chinese citizens are fleeing from the city.

General Ho Chien, has been torturing Communist suspects, and the Reds have sworn to kill as a reprisal all people between the ages of 15 and 25.

PERSIA REFUSES TO CO-OPERATE WITH TURKS.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, August 11.

The Persian rejection of the Turkish proposals for military co-operation against the Kurds, who are active on the Turco-Persian frontier, has caused a bad impression in high official quarters in Ankara.

The Turkish Government to-day again approached the Persian Government, asking it to state within three days whether it is prepared to co-operate in operations by Turkish troops against the 1,500 rebel Kurds who are now entrenched at Mount Ararat.

ONE-WAY AIR SYSTEM.

MINIMISING RISK OF COLLISION.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 11.

Owing to the large number of aerodromes which now exist in the West of London and to the consequent large amount of air traffic, the Air Ministry has introduced an experimental "One Way" system, similar to that adopted in London streets for motor traffic.

The object is to minimise, as far as possible, the risk of collision between aircraft flying from one aerodrome to another.

A restricted area has been defined over the aerodromes, and aeroplanes wishing to fly from one aerodrome to another have to fly round this.

Airmen are requested to fly from the aerodrome of departure to the edge of the restricted area by the shortest possible route. They are then to fly round the restricted area in an anti-clockwise direction and turn into the aerodrome of destination from the edge of the area.

Aeroplane flying on a course, which passes over an aerodrome, are requested to keep above two thousand feet.

TIENTSIN TOBACCO TAXATION.

B.C.C. FACTORIES CLOSING DOWN.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, August 12.

Due to failure to reach an agreement with the local Tax Bureau regarding the 50 per cent. tobacco tax, the B.C.C. factories here are completely closing down on Thursday, throwing 4,000 Chinese hands out of employment.

Both the Chinese and foreign papers severely censure the authorities for their repudiation of the existing tax agreements, and particularly the local Director of Taxes, who recently summarily arrested and heavily fined a number of Chinese tobacco merchants who, it is alleged, were falsely accused of irregularities under the new law.

Meanwhile, the local merchants are strongly protesting to the higher authorities in Peiping, laying stress on the increasing burden of exorbitant and unreasonable taxation, which is completely stifling business and destroying the livelihood of the public, who are already living under the severest conditions.

TIENTSIN CUSTOMS REVENUE.

(Wah Tsz Yat Pao).

TIENTSIN, August 12.

The receipts of the Tientsin Customs House during last month amounted to \$2,500,000.

SHUMCHUN MERCHANTS' STRIKE.

MAGISTRATE EFFECTS SETTLEMENT.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 12.

The merchants in Shumchun, who went on strike last Thursday in protest against what they termed unlawful disturbances of the Government stamp tax collectors, have to-day reopened their shops for business, following a satisfactory settlement effected through the good offices of the Magistrate of the district, Mr. Wu. These merchants charged the Government tax farmers with having transgressed their rights when they arbitrarily entered the Tai Shang store and carried away three of its books and several junks. This illegal action on the part of the Government agents at once aroused the anger of the entire merchants of the city. They held a meeting in the Shumchun Chamber of Commerce and decided to close their shops and send a strong protest to the Magistrate and the Canton Government.

The Magistrate intervened on behalf of the merchants. He called upon the Shumchun garrison commander and the local Kuomintang to mediate in the matter. After some discussion the mediators dismissed the Government stamp tax collector who had been responsible for disturbing the commercial tranquillity of Shumchun. The merchants were assured that no such incident will occur again. This settlement the merchants considered satisfactory, and the strike came to an abrupt end after five days.

KWANGTUNG ELECTRIC POWER CO.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 12.

The Canton Government has formally taken over the duties and responsibilities of straightening the affairs of the Kwangtung Electric Power Company for a period of one year. For the next twelve months the Government will be responsible for the lighting of the city.

The Committee appointed to take charge of the matter, consisting of Messrs. Tang Yin Wa, Lum Sun, C. Lee, Fung Wei, Leung Kwei Ding and Ma Pak Nin, were formally inducted into office yesterday.

The purpose of the Government, according to the Committee, is to keep the company in a state of financial health. The company for various reasons had failed to supply the city with electricity at all hours. These defects will be eliminated during the period the Company is under the control of the Government.

PEACE TALKS AT PEITAIHO?

CHANG CALLS ON H.B.M.'S MINISTER.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 12.

A number of the Northern and Nanking delegates are proceeding to Peitaiho to see Chang Hsueh Liang, who is calling on Sir Miles Lampson, and was being shown over H.M.S. Kent to-day.

Some quarters suggest that there may be an informal peace talk at Peitaiho.

GENERAL SIR SMITH-DORRIEN KILLED.

DEATH IN HOSPITAL AFTER MOTOR-CAR COLLISION.

[THROUGH REUTER'S AGENCY.]

LONDON, August 11.

General Sir H. L. Smith-Dorrien, who is 72 years of age, has been taken to hospital suffering from serious injuries received in a motor-car accident to-day.

The accident occurred at Chippenham, and little hope for the recovery of General Smith-Dorrien is held out.

The car in which General Smith-Dorrien was a passenger was involved in a collision with a small touring car and overturned.

The General's head struck the roof of the car violently.

General Sir Smith-Dorrien died in hospital.

[THROUGH REUTER'S AGENCY.]

LATER.

General Sir Horace Lockwood Smith-Dorrien was born in May, 1858. He joined the army in 1871, and fought in the Zulu War campaigns in Egypt and the Sudan (1882-8) and the Tirah campaign (1897-8). He also took part in the final advance to Khartum and was promoted brevet-Colonel.

In 1890 he went to the Cape and was soon given a brigade and promoted major-general. He remained in South Africa until 1901, taking part in numerous operations, and was appointed Adjutant-General in India and in 1908 became Lieutenant-General.

After holding the Aldershot command he was transferred to the Southern District in 1921 and made General, receiving a knighthood (K.C.B.) in 1913.

Gave Battle Contrary to Orders.

On the death of General Grierson in the early days of the war (August, 1914) General Smith-Dorrien took his place as commander of the 2nd Army Corps, which he led during the retreat from Mons. The brunt of the German attacks fell on his troops and, when hard pressed near Le Cateau, he halted and gave battle contrary to Sir John French's orders. By his resolute action he effectually checked the pursuit, although his losses were heavy.

He subsequently commanded his corps at the Battle of the Marne, on the Aisne and during the severe fighting in Flanders in October and November.

Risked a Second Sedan.

On the splitting up of the British forces into two armies he was appointed to the command of the second. This position he held till April, 1918, when he was sent back to England and put in charge of one of the home defence armies. In the following year he was chosen to lead the British forces in German East Africa, but fell ill on the voyage and had to return home. In 1917 he was appointed Lieutenant of the Tower and in 1918 Governor and Commander-in-Chief at Gibraltar. He retired from the army in 1922.

His "Memoirs of 40 years Service," published in 1925, he defends his action at Le Cateau, for which he was censured by Lord French in his book "1914," and deals with his recall from France.

(Continued on next column.)

HO CHIEN HOLDS CHANGSHA.

HOUSE TO HOUSE SEARCH FOR COMMUNISTS.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 12.

With reference to Reuter's message from Nanking yesterday, stating that the absence since the previous day of wireless messages to Nanking from Changsha, which had been coming in regularly following the reoccupation of the city by the troops of General Ho Chien, had given rise to apprehension that the Hunan capital had again fallen into the hands of the Reds, messages from foreign gunboats at Changsha last evening show that the city was still in General Ho Chien's hands.

House to house searches are being made for Communist suspects, and there have been numerous executions.

PILOTS' ASSISTERS.

NOVEL ROBOT DEVICE CONTROLLING PLANE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 12.

The last word in aircraft development, "pilots' assistants," will be used in the 1930 exercises which began to-day and will last till five o'clock in the morning of the 16th inst.

It is claimed that aircraft fitted with "assistants" will be controlled in flight far more precisely than would be possible with the most skilled pilot.

This Robot device has been perfected as a result of several years' experiment and has proved of immense value in long flights, enabling a pilot to be completely relieved from extended periods although the air be filled with 'planes.

During the next few days Londoners will see nothing but thrilling fights in which 250 aeroplanes will engage between Lancashire and Norfolk.

Auxiliary squadrons manned by civilians will fight alongside the regular forces.

It is now agreed that his stand saved the British forces from being overwhelmed, but Lord French told him he was "risking a second Sedan."

His own view was that if he continued his retreat with his exhausted men he was courting certain disaster. "Well do I remember," he writes, "the dead silence in the little room at Berry when I was rapidly considering these points and the sigh of relief when I remarked: Very well, gentlemen, we will fight."

In Disfavour With Lord French.

Discussing his recall, he states that his relations with Lord French were cordial till mid-February, 1915.

"Then something I had no idea what happened which appeared completely to change our relations. From then on, I and the Second Army could do nothing right. I became gradually aware that it was the army commander rather than the army who had fallen into disfavour."

He wrote a letter to Lord French in which he said: "I have more to fear from the rear than from the front." No reply was made to that or to a second letter, and then came a curt memorandum from Lord French's adjutant-general directing him to go to England and surrender his command. Lord Kitchener had intended making General Smith-Dorrien Inspector-General in England, but Lord French was recalled.

Soon afterwards, and the post had to be given to him, so that he had the bad luck to be done out of two important appointments by his commanding officer.

(Continued on next column.)

INDIAN SITUATION REVIEW.

GOVERNMENT STABILITY UNIMPAIRED.

[THROUGH REUTER'S AGENCY.]

LONDON, August 11.

The Government of India's appreciation of the situation up to August 9 states that the Afridi and Lashkar tribes, which advanced towards Peshawar recently, appear to be dispersing.

Serious communal disturbances have occurred in the Sind, with casualties.

The latest reports indicate that the situation is not yet under complete control.

Provincial reports on the situation for the last fortnight of July are the most favourable received for some months.

The appreciation details the position of the provinces, showing the general improvement, and mentions that in Gujarat District the authorities are gaining the upper hand and the agitation is losing its momentum.

It says that in the Central Provinces the civil disobedience movement is at present very intense and the spirit of violence more marked, but vigorous action is having its effect in the more troublesome districts.

The boycott of foreign goods is widespread and still effective, but there are definite indications that traders' evasion or defiance of the Congress ban is becoming more frequent.

The defiance of authority has affected the criminal classes and most of the provinces report an increase in crimes of violence.

Similarly the picketing of liquor shops has stimulated illicit distillation, but the public subscriptions of nearly 30 crores to the Government of India's recent loan shows that the Indian investor is confident of the stability of the Government.

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JAVA SUGAR INDUSTRY.

PROSPECTS OF A COLLAPSE NOT REMOTE.

[THROUGH REUTER'S AGENCY.]

BATAVIA, August 12.

The serious situation in the sugar industry was discussed by the People's Council.

One member pointed out that in view of the fact that there are still 1,000,000 tons of sugar in the warehouses in the Dutch East Indies, the prospects of the industry are gloomy.

China is incapable of buying anything as the result of the silver slump, and the conditions in India are still unsettled. Moreover, there are large stocks of sugar in Cuba. He declared that "the prospects of a collapse in the sugar industry, therefore, are not to be precluded."

The Finance Director, on behalf of the Government, said he would submit the question to the Government.

(Continued on next column.)

KENTUCKY COAL MINE BOMBED.

[REUTER'S AMERICAN SERVICE.]

New York, August 11.

The Providence coal mining district in Kentucky, which has been torn by labour troubles for months, was thrown into an uproar at six o'clock this morning when an aeroplane appeared as the miners were going to work.

The aeroplane dropped a number of bombs near the entrance to the mines, but there were no casualties and no damage was done.

Some of the bombs did not explode, and they were found to be made of dynamite wrapped up with adhesive tape and fuses attached.

The mines were closed in April owing to wage disagreements, but they were recently reopened.

Several outbreaks of violence have occurred amongst the workers, and the Federal Court granted an injunction to restrain 100 men from interfering with the working of the mines.

(Continued on next column.)

R.100 RETURNS FROM TOUR.

[REUTER'S AMERICAN SERVICE.]

ST. LOUIS, August 11.

The R-100 returned from her tour over Canada to-day.

A unique feature of the voyage was the widely broadcast exchange of radio conversations between her officers and the Prime Minister, the Rt. Hon. Mr. R. B. Bennett, the Mayor of Ottawa and other officials.

(Continued on next column.)

COMMUNAL DISORDERS.

There have been serious communal disturbances in Sind.

The disorder commenced in Sukkur, but has spread to Rohri and to the adjacent villages.

The origin is reported to have been a dispute between members of the Swarajist procession and a Mohammedan tonga driver, exaggerated accounts of which gave rise to alarmist rumours followed by serious clashes between the two communities.

The casualties have been serious and the latest reports indicate that the situation is not yet under complete control.

Favourable Reports from Provinces.

Provincial reports describing the situation during the last fortnight of July are the most favourable received for some months.

In Madras the decline in lawless activities is becoming more marked and in many districts attempts to defy the law are half-hearted and readily abandoned.

(Continued on next column.)

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Sports News

Lawn Bowls.

NOTES ON LAST WEEK'S MATCHES.

CRAIGENGOWER'S VICTORY.

[By "BACK WOOD"]

A large crowd gathered at Craigengower on Saturday to witness the big match in the lawn bowls league between the home team and Civil Service. Each side had suffered defeat once and the first meeting had been postponed twice on previous occasions owing to rain. In the meantime the merits of each team had been freely discussed by their respective supporters, but Craigengower proved themselves to be the masters on the day's play. They played with extreme confidence and were up on all rinks to win by the large margin of 30 shots. Frankly, I did not expect the difference to be anything more than ten shots, and even Grimmit's rink, which I thought would come through with flying colours, had a hopeless task against the team-work of Basa's rink.

At tea time the difference was 11 shots in favour of Craigengower on all rinks. Up to this time the Civil Service premier rink and their next best (Gregory's rink) were both down by about the same number, while Brawn and Omar were just about square. On re-suming, Craigengower went after the jack with a vengeance and out-bowled their opponents. Bradbury, who was opposed to Gregory, had a new No. 2 in O'Brien, who worthily upheld the traditions of this rink. Neves, the No. 1, seldom wasted a word, and Rumjahn did all that was wanted, leaving very little for the skip to do. Gregory saved quite a lot of shots, but Bradbury's team got in a five and a four in the latter part of the game to win by 18 shots. Bradbury missed his "century" by two shots.

Basa scored five in the third head against Grimmit and maintained the lead to the end. Another five came in the 19th head, but the other side took the last two heads with one and three to lose by seven shots. After 15 heads Omar was down by two shots, but he took three twos in succession, gave away a single, and then took two more twos to beat Brawn by seven shots.

The return match between these teams will be played on August 30. In the meantime Craigengower have to meet Club de Recreo away and Taihook at the Valley. Civil Service receive Craigengower and then go over to Kowloon C.C., who were the only team to defeat them half way through the season. Craigengower are now leading by two points and they will be strong favourites in the return match. On the season's doings, Craigengower have a far better record than Civil Service. It so happened that Craigengower lost on the Bowling Green ground by a matter of four shots, and Civil Service succeeded in matching the points from the Bowling Green by a single shot after they were in a hopeless position. Craigengower now look like running to the top to create the unique record of winning three years in succession. Much may happen in the meantime, but a lead at this stage is a great asset.

In the principal junior match, Civil Service recovered the points which they lost to the Bowling Green, and they are now again on equal terms. On the first rink Haynes was opposed to Roylance. The home rink kept the lead all the time and they added three singles and a three in the last five ends to win 5-13 shots. Hollands and Davidson had a fair exchange of the shots until the 12th head, but the latter then gave five shots away in attempting a drive without any back woods. However, Davidson pulled up and eventually won by four shots. There was little difference in the scores between Archibald and Drake. The

(Continued on next column.)

HOME CRICKET.

AUSTRALIANS ALL OUT FOR 93.

GOOD BOWLING FEAT BY NORTANTS CAPTAIN.

[THROUGH REUTER'S AGENCY.]

London, August 11.

On the second day of the match with the Australians to-day, V. W. C. Jupp, the Northants captain, dismissed six of the tourists for 32 runs. The whole side scored only 93 runs and had to follow on.

Two other matches were completed to-day. Surrey had a runaway victory over Middlesex in their friendly match. In their County fixture Gloucester took full points from Warwick.

Surrey v. Middlesex.

At the Oval, Surrey beat Middlesex by an innings and 171 runs. Sandham was in excellent batting form, while the Middlesex players made a poor stand against the bowling of Gover and Allom.

Surrey, 1st innings (8 wickets, declared) 410
Sandham, 155 not out.
Middlesex, 1st innings 123
Gover, 6 for 48.
Middlesex, 2nd innings 123
Allom, 5 for 43.

Gloucester v. Warwick.

At Cheltenham, Gloucester beat Warwick by ten wickets. Parker was very successful with his bowling in both innings, his total average being 14. Warwickshire wickets for 97 runs. Goddard assisted by taking four wickets for 29.

Warwick, 1st innings 120
Parker, 5 for 53.
Goddard, 4 for 29.
Gloucester, 1st innings 201
Warwick, 2nd innings 107
Parker, 9 for 44.
Gloucester, 2nd innings (no wickets) 29

Northants v. Australians.

At Northampton, the Australians were all dismissed for 93 runs. Jupp taking six wickets for 32. This remarkable feat by the Northants skipper forced the tourists to take the wickets again and they gathered about the same number of runs, but at the expense of only one wicket, when the second day's play came to an end.

Northants, 1st innings 249
Bakewell, 34.
Timms, 73.
Hornbrook, 4 for 45.
Australians, 1st innings 93
Jupp, 6 for 32.
Australians, 2nd innings (1 wicket) 96
Jackson, 52.

home rink won by two shots, which is a fair indication of the close game all along. Drake had extremely bad luck in the 20th head. His side were lying six shots when Archibald's last wood rolled in to count the shot. There was much excitement at this time because a six for Drake would have made the score almost square all round and possibly enabled the visiting team to win.

Civil Service Juniors have to play Hong Kong Electric away and Kowloon C.C. at home, both of which appear to be easy ones for the Valley team. Bowling Green have a stiff match at Taihook, and after that they visit Club de Recreo. It is just possible that both the joint leaders will win their remaining matches, in which case a replay will be necessary to decide the championship. All the other teams are left behind with the Yacht Club in a position to take third place.

The following are the records of the successful rinks to date:

DIVISION I.

	Up.
R. F. Luz (Recreo)	103
B. W. Bradbury (C.C.C.)	98
A. W. Grimmit (C.C.C.)	87
H. Wallace (T.B.C.)	80
J. Fraser (K.C.C.)	49
R. Basa (C.C.C.)	48
R. Lapsley (K.D.R.C.)	44
A. M. Holland (K.B.G.C.)	42
U. M. Omar (C.C.C.)	32
S. Gray (K.D.R.C.)	21
W. Wotherspoon (T.R.C.)	20

DIVISION II.

	Up.
W. E. Hollands (C.C.C.)	64
A. Chapman (R.H.Y.C.)	63
A. W. Davidson (K.B.G.C.)	55
G. E. Roylance (K.B.G.C.)	40
D. C. Walsley (T.R.C.)	32
P. Haynes (C.S.C.C.)	21
W. S. Drake (K.B.G.C.)	20
A. H. Baste (Recreo)	20
A. Macfarlane (R.H.Y.C.)	18
J. Archibald (C.S.C.C.)	11
A. E. S. Alves (Recreo)	10
J. M. Jack (K.C.C.)	10

U.S. BASEBALL RESULTS.

[REUTER'S AMERICAN SERVICE.]

New York, August 12.

The following are the results of the baseball matches played in the National and American Leagues yesterday:

National League.

Pittsburg	8	New York	3
Cincinnati	4	Philadelphia	2
Chicago	4	Boston	2
St. Louis	7	Brooklyn	6

American League.

Philadelphia	3	Chicago	9
Boston	3	Detroit	1
Washington	9	Cleveland	2
New York	3	St. Louis	10

THE CHINESE IN AUSTRALIA.

DEMAND EQUAL TREATMENT.

Mr. F. T. Sung, the Consul-General for China, has submitted letters to the Premier of Queensland, Mr. A. E. Moore, drawing attention to the disabilities experienced by Chinese under certain of the State laws, and requesting their removal.

Mr. Sung, in one of his letters, draws attention to the Factories and Shops Act, 1900-1922. As a result of a clause in this Act, says Mr. Sung, Chinese in Queensland who wish to conduct mixed businesses—especially grocery and greengrocery—cannot do so. In some districts mixed shops are necessary, yet as separate businesses they are hardly justified.

Mr. Sung also refers to the Act To Restrict the Leasing of Land to Aliens, and the Sugar Cultivation Act. "To outward appearance," says Mr. Sung, "these Acts seem to be directed against aliens in general, but the term 'alien' is used in such a restricted sense as to refer exclusively to Chinese. The plea of the Chinese is to be treated on an equal footing with other aliens."

"There were, prior to 1913, over 10,000 Chinese in Queensland, but now the number does not exceed 2,000. It can be seen that the number of Chinese is decreasing, and not increasing as the number of other aliens. The Chinese now living in Queensland against whom these laws discriminate are residents of long standing. Not only are they deprived of the privilege of leasing more than five acres of land, or of owning a single acre, but they are not even allowed to seek honest labour on the farms that were once their own. The requirement that they should pass a dictation test was an unjust measure, since the Chinese have devoted all their energies to the cultivation of the land and have not had an opportunity to gain an English education. The Chinese labourer is noted for his patience, industry, and honesty, as well as his special capacity for agriculture."

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "KUFAN." Letters should be sent to this office, and must be accompanied by the coupon appearing below, bearing the writer's name and address, not for publication. Letters should be addressed to "KUFAN," care of the Editor, "Hong Kong Daily Press."

"KUFAN" COUPON.

Name

Address

Nom de plume

H.D.P.]

"FANTASTIC TYPES OF BELIEF."

DR. BARNES'S VIEWS.

Preaching to an overflowing congregation at Allerton on the occasion of the Liverpool diocesan jubilee, the Bishop of Birmingham (Dr. Barnes) said few could be ignorant of the moral and intellectual disturbance that now existed in England, but he was sure that fundamental moral instincts had not been blunted or destroyed.

Every disturbance of established ideas made for religious disorder, and in the turmoil superstition had revived. Religion had degenerated, and fantastic types of belief, such as spiritualism, Christian Science, and magical sacramentalism, had gained new vitality. These crudities showed that the changes of outlook due to enlarged knowledge, while they enlightened the wise only drove the simple and convinced enthusiasts to resuscitate moribund fancies.

But Christianity at the beginning came into a world similarly distracted, and the triumph of faith in Christ was not due to its speculative strength. In the very distant future all life on this earth of ours would surely perish, but he could not believe the struggles of man would have been wasted. Christianity rested on its sufficiency for the practical reason that it worked.

WHERE IS THE MONEY?

GOLF CHAMPIONSHIP BETTING MYSTERY.

Consternation and indignation were caused among golf enthusiasts in Roanoke, Virginia, by a cable from London bearing the sad tidings that a provincial pari-mutuel with which many persons had betted on the result of the British Open Championship has apparently vanished into thin air.

Several weeks ago an attractively worded circular was received by scores of American country clubs from the company in question, who were willing to bet as much as 150 to 1 that the British hope, F. Robson (Cooden Beach) would not win. Many American "stars" were also quoted, the lowest odds being 10 to 1 against Bobby Jones. Many local "fans" pooled their bets and sent the money over to Britain, one Virginian town being reported to have contributed \$1,300 (\$368). Naturally many Atlantans backed their fellow townsman, Bobby Jones.

Now everybody is wondering what has happened to their money.

WORSE THAN PRISONS.

OUTSPOKEN REPORT ON CASUAL WARDS.

An outspoken report on conditions prevailing in the casual wards of England has been prepared by a Departmental Committee for presentation to the Government.

It declares that some wards are worse than prisons, and makes revelations which are likely to cause a sensation.

The report will be published in due course. If it is adopted, gruel, the symbol of "bumblebum" for a century, will go.

"Infamous and intolerable" is the description applied to some wards, where two men were found locked in a cell measuring nine feet by four. This was no emergency, but a regular practice, and the men were kept in darkness for 12 or 13 hours.

In other places the sleeping accommodation provided is such that no valuable animal would be put in it; in others, the conditions are so uncomfortable and inadequate that none of the casuals can sleep.

Gruel is the only liquid provided in many places, and neither knives nor forks are given with which to eat the solid food.

I understand that among the most important of the recommendations in the report are:

That casuals shall be required to remain in the casual wards for two nights, working in the intervening days.

That there shall be special officers appointed to induce tramps to abandon a life of vagrancy and to help them into employment.

Regular medical and other inspections; Better cleansing facilities.

Closer co-operation between authorities concerned with the relief of vagrancy.

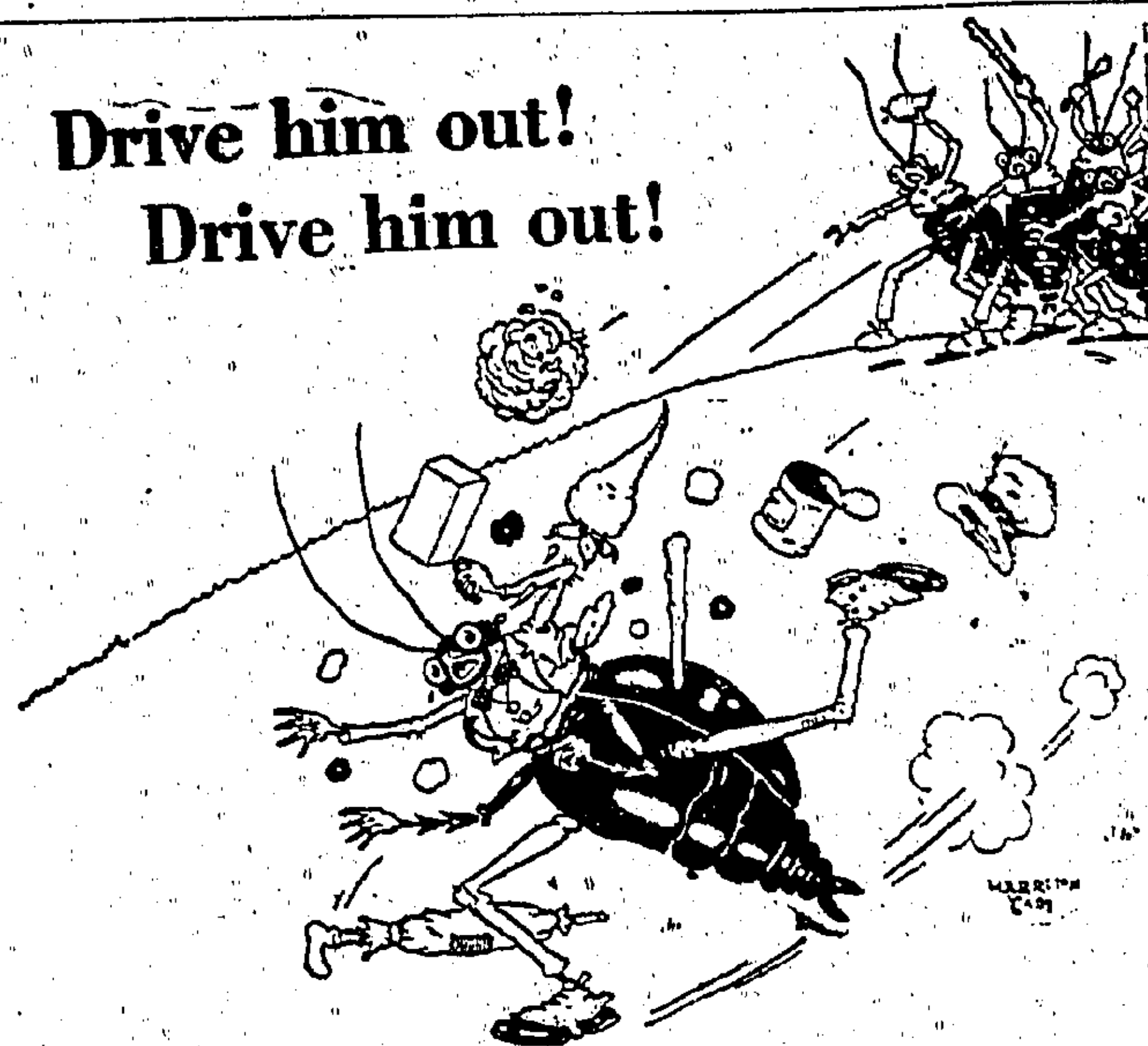
Smoking in certain hours; The following dietary: 2oz. of tinned or cooked meat for the midday meal, instead of the 3oz. of margarine or dripping now given; vegetables, and some such "relish" as raw onions to be provided.

Gruel to be deleted from the dietary.

Stone-breaking only to be allowed by the special sanction of the Ministry of Health.

I understand that the strongest pressure is to be put on the Government to give immediate effect to the recommendations, which are unanimous.

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Drive him out!



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Don't try to fight roaches with a spray. No spray can possibly reach the roaches, the young and the eggs far behind the baseboards and under the floors.

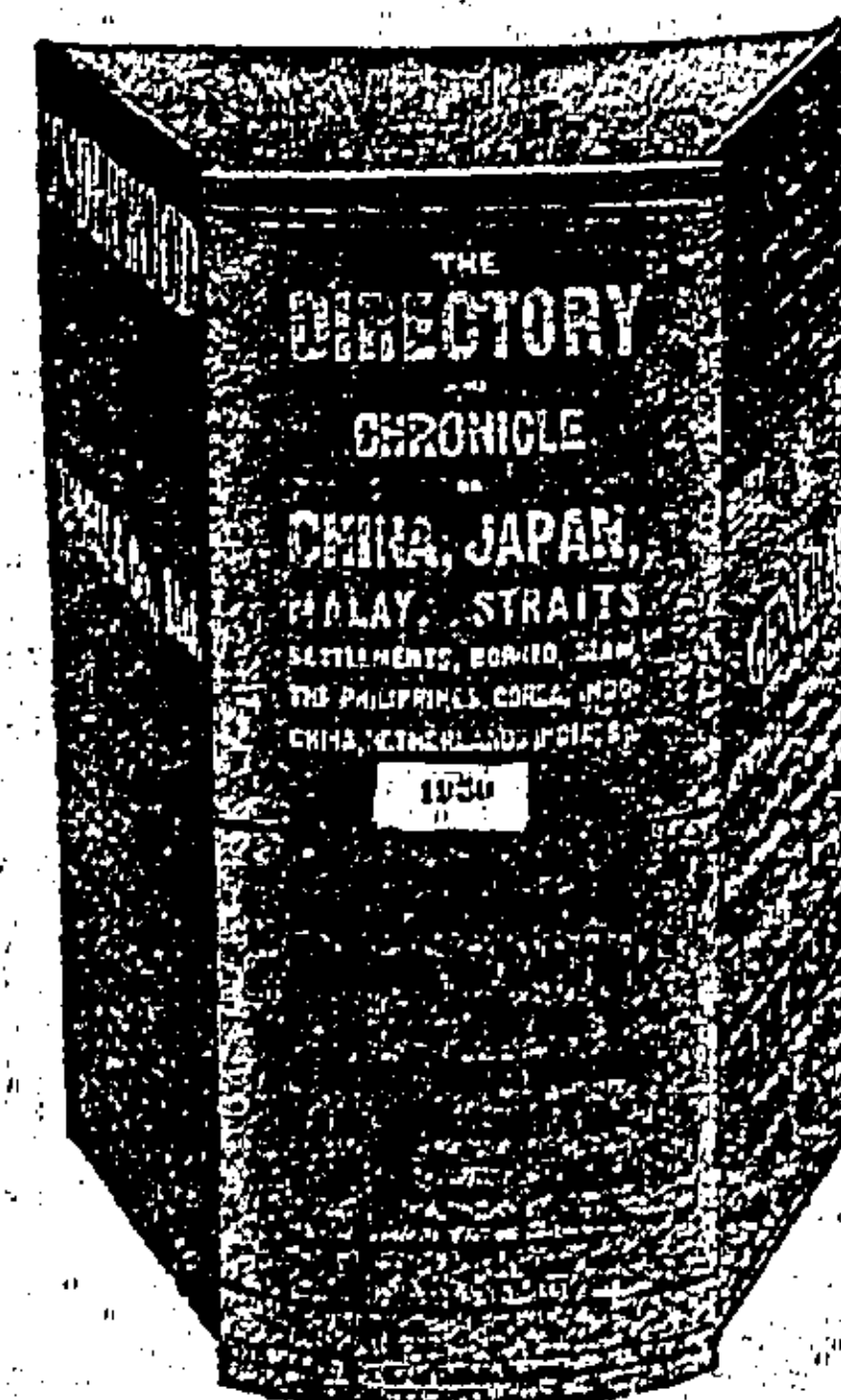
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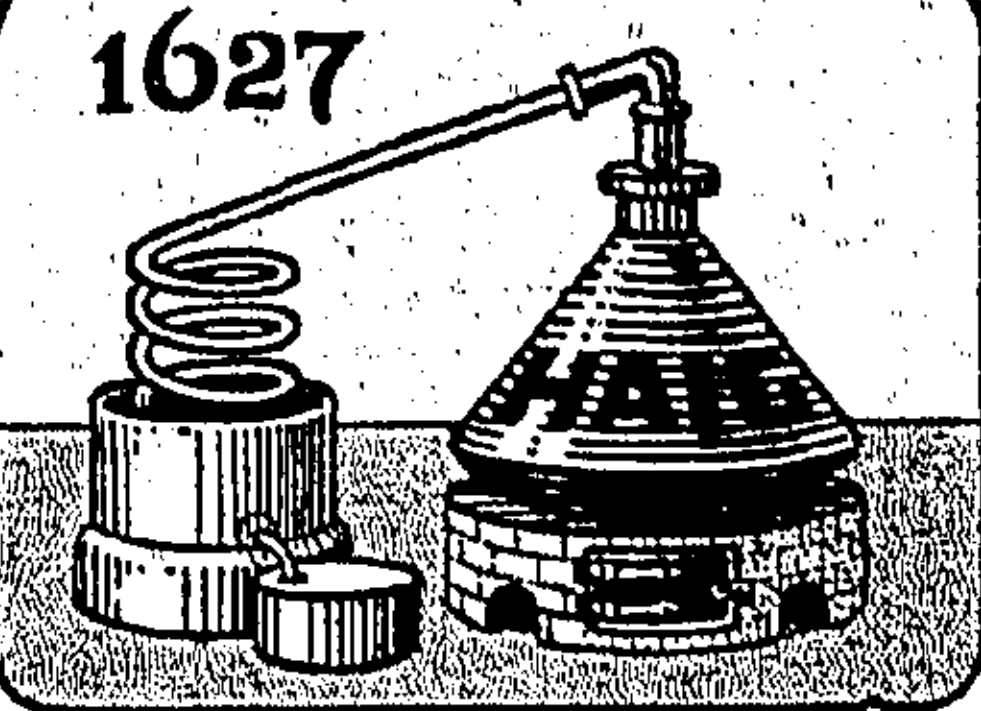
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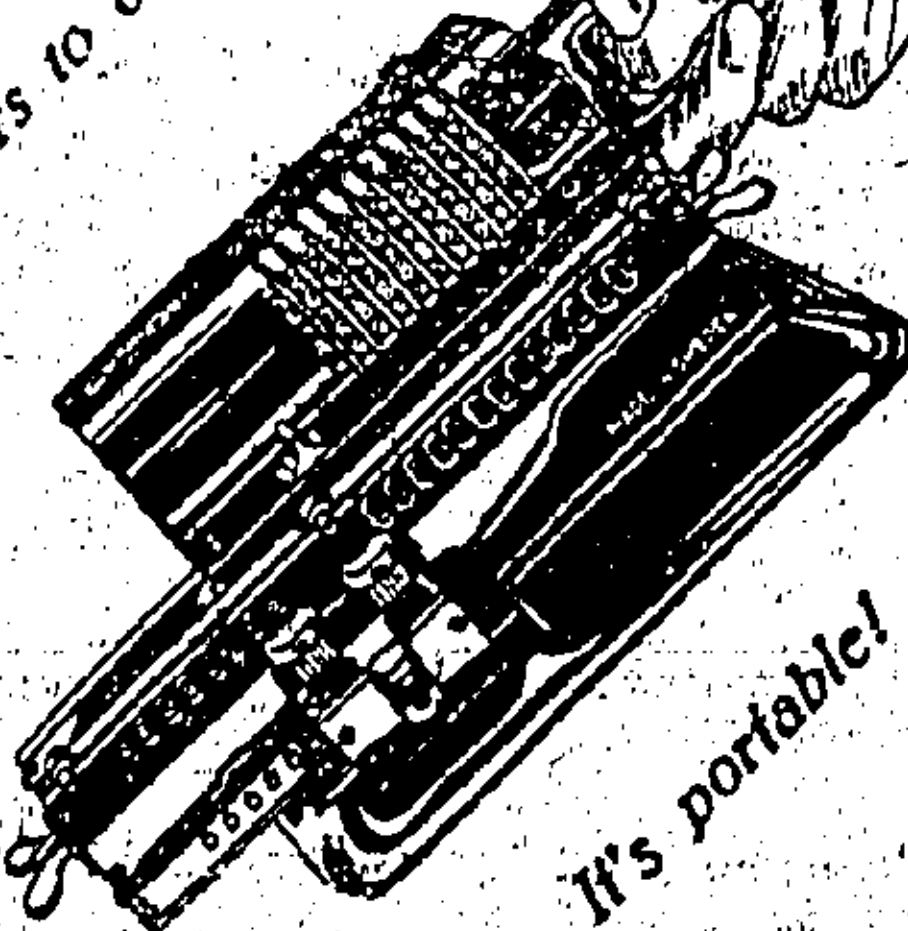
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EASTERN NEWS IN BRIEF.

PARS FROM EVERYWHERE.

At the annual conference at Bath last month of the Association of Pitman Shorthand Writers, Miss E. D. Smith gave a demonstration of writing in which she reached the amazing speed of 300 words a minute.

A taxpayer who attended before Mr. Justice Rowlett in the King's Bench Division objected to paying £8 6s. super-tax when he had already paid £16 10s. as surtax in respect, he said, of the same year. Mr. Justice Rowlett explained that it was a trick. "The surtax," he said, "is the same thing as the super-tax, only it lasts for a year after you are dead."

A Bill to amend the law with respect to the employment of married women teachers, the text of which was issued recently in London, proposes that a woman shall not be refused employment or dismissed from employment as a teacher by any local authority on the grounds only that she is married or is about to be married. The Bill is backed by Mr. Cove, Mr. Morley, Viscountess Astor, Major Hills, Mr. Harris, Mr. Simon, Dr. Burgin, Miss Rathbone, and Sir Robert Newnham—two Socialists, members, two Conservatives, three Liberals, and two Independents. It was introduced as a private member's Bill by Mr. Harris.

General Sir H. E. Balfour, presiding last month at a reunion dinner in London of the Royal Munster Fusiliers' Old Comrades' Association, told a story concerning a sergeant's crowbar. General Balfour said that as a young subaltern he commanded a company of pioneers, who each carried some implement of his craft on parade. The sergeant always bore an iron crowbar, and all wondered why he should so burden himself. When he took his discharge and his kit was examined it was found that the "iron" crowbar was a wooden one. It had passed many inspections. The iron one was probably still at the bottom of Halifax Harbour, and, incidentally, he (General Balfour) had to pay for one to replace it.

When Sir William Jowitt, the Attorney General, and Lady Jowitt, after attending Labour party functions in Preston last month went to catch their train back to London via Manchester, they found it so full that, although they had first-class tickets, they had to travel in the luggage van. Lady Jowitt, in presenting the prizes at a Labour party "cotton social" at Preston, said she thought the dresses were perfectly lovely and she wished she had been able to compete. She bought the stuff for her own dress in London, and particularly asked for Lancashire cotton. The material did not cost more than 7s. 6d., but, not being so clever with her fingers as the competitors, and not having the time, she did not make the dress herself and so was not eligible for the competition.

The influence of the Boy Scout movement on the building of Empire was emphasised by Lord Wakefield at the opening of the Scout headquarters which he has presented to Christ's Hospital (the Bluecoat School) at Horsham. The opening ceremony was performed by the Chief Scout, Lord Baden-Powell. "The Scout movement is an admirable avenue of introduction to a career of practical Empire building," said Lord Wakefield. "It releases in the normally healthy boy a taste for open-air pursuits; it gives him sturdy independence and practical skill. The Empire to-day is calling out for men of British birth to take their part in the development of its vast natural resources. Speaking of the Chief Scout, Lord Wakefield said:—"B.P." has created something new and fine in the way of social institutions. I doubt if any single individual has done more during my lifetime to fill the lives of boys and girls with health, happiness, loyalty, and enthusiasm."

28 DAYS TO ENGLAND.

FAST TIME BY C.P.R. PASSENGERS.

"Passengers by the Empress of Canada, who left Hong Kong on May 16, Shanghai May 19, and Yokohama May 22, made very fast time to Europe. They arrived at Vancouver on the evening of May 30, left that city by special train 12.30 p.m. next day, and reached Quebec 2.25 p.m. June 4, the train running via the St. Lawrence River. The special train with its 102 passengers was handled on the same schedule as the Trans-Canada Limited. The actual time in days was 28 from Hong Kong, 25 from Shanghai and 21 from Yokohama."

SHIP CASUALTIES.

IMPORTANT RESOLUTION BY MASTER MARINERS.

The Southampton Master Mariners' Club, representing between 400 and 500 foreign-going masters, having discussed at length the question of concurrent jurisdiction in international law so far as it concerns merchant shipping, considers that penal cognisance of maritime mishaps involving loss of life should belong solely to the country whose flag is flown in the ship by which the wrong is done. This interesting and important resolution was unanimously passed by the members of the club at one of their weekly luncheon meetings last month when Captain J. G. Saunders, R.D., R.N.R., occupied the chair.

Captain W. V. J. Clarke, D.S.C., who opened the discussion, mentioned a number of cases in which injustice had been meted out to British mariners, and said that there was a definite danger that the masters or officers of British ships might be arrested in foreign countries for offences over which they had no control, for an offence which they had no intention of committing, or for an error of judgment which might result in a collision or stranding. It was, indeed, possible that they might be imprisoned for a long term as the result of such an incident as he had mentioned, as well as being called upon to suffer a heavy monetary penalty.

Criminal Intent.

In his estimation that was entirely contrary to all principles of criminal law in this country, where the essence of crime was that there must be criminal intent. A crime could not be committed by accident; there must be intent, for a man in law was taken to intend the consequences of his act. The principle usually adopted was that if the state of mind—in other words, intent—was not present, then no crime had been committed.

In the case of collisions or strandings, the number brought about by criminal intent was infinitesimal, but in any case it was exceedingly difficult to state how they had been brought about. The standard of professional conduct and competency among British masters and officers was very high, and he had no hesitation in saying that it was unthinkable that any collision would be brought about by British ships with intent to kill people in another ship, except perhaps in time of war, such as the ramming of an enemy submarine. They could, therefore, rule out that possibility altogether.

He thought it dangerous that any shipmaster of whatever nationality the ship might be should be in the position of finding himself faced with the injustice to which he had already referred, and he was glad to state that there was a committee charged with investigating the entire question of concurrent jurisdiction in international law.

As far as disciplinary action against a British master or officer was concerned, their certificates were issued by the Board of Trade, who had the power to order and hold an inquiry in cases of accident, and who could, if the circumstances demanded, cancel or otherwise deal with the certificate. That in itself was a sufficient punishment, for the reason that it robbed the holder of his livelihood.

Particular System of Law.

Machinery existed to-day whereby civil liabilities arising out of a collision could be settled, but they as master mariners were not concerned particularly in that aspect of the case. "What their objective was, was to see if they as a club could do anything which would tend to limit the penal jurisdiction of countries to vessels flying their own flag, as if only they could assist in that direction they would be doing an immense amount of good."

Captain Clarke then put the resolution.

Captain J. King, O.B.E., R.D., R.N.R., said it was a tribute to the integrity of the maritime courts of the country that important cases concerning foreign vessels should be brought here for jurisdiction and it was evidence of fair dealing and straightforwardness which they could all appreciate.

Commander L. R. Palmer, D.S.O., R.N., said he thought that there would be great difficulty in getting nations to agree that accidents happening in their territorial waters could only be tried in their own courts. If the infringing vessel was flying their flag, he would very much like to see the proposition made law, but imagined that if such jurisdiction was agreed to in respect of seamen, then everyone who travelled abroad who was involved in trouble would probably claim the same thing. (Continued at foot of next column.)

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the s.s. Talmu:—Mr. C. F. Tredby, Mr. T. H. Gully, Mr. G. K. Whitley, Mr. and Mrs. Leisler, Mr. A. D. Lalchand, Mr. Wong Chee Khee and child, Madame Ho Kit Sim, Madame Chong Yok Moh, Mr. R. W. Wingrove, Mr. D. I. Evans, Mr. J. D. Wishart, and 19 Indian, 3 Ceylonese and 791 Chinese deck passengers.

Departures.

The following passengers left yesterday by s.s. D'Aragnan:—Mrs. J. Dent, Mrs. S. Dent, Mr. C. E. Anthony, Count du Luart, Mr. C. P. Messolier, Mr. J. Cassa, and Mr. A. E. F. Smith.

The following passengers left yesterday by s.s. President Jefferson:—Mr. Leon B. Archer, Mr. E. B. Bates, Mr. H. S. House, Mr. Henry C. Hudson, Mr. C. J. McKeever, Mr. J. J. Jansz, Mr. J. Jansz, Mr. Demellie Richard, and Mrs. Herbert M. Morris, Miss Lois M. Thomas, Mr. and Mrs. W. M. Buchanan, Mrs. Laura W. Brown, Miss Geraldine Daly, Miss Rosanna Hillman, Mr. John G. B. Hutchins, Mrs. Elizabeth G. Hutchins, Mr. W. B. Christian, Dr. J. G. Heyligers, Mr. E. O. Baker, Miss N. Tong, Mr. and Mrs. T. E. Chow, Mr. Ching Lee, Mr. O. D. May, Mr. Loh Nam For, Mr. Chien Nai Huan, Mr. Tsien Norman, Mr. and Mrs. U. Spalinger, Mrs. Tong Shao Yi, Mr. Chu Ming Cheun, Mr. Chun Yuk Mun, Mr. Tang Lai Tung, Miss M. F. Murdoch, Miss M. C. Murdoch, Miss G. E. Murdoch, Miss Emily Shephard, Miss L. A. Wyman, Mr. and Mrs. L. H. Shabani, Miss Margaret Meister, Master Wm. J. Odom, Master Chas. Odom, Miss Grace Odom, Miss Dorothy Morris, Miss A. K. Remer, Miss E. M. Sadler, Mr. and Mrs. Andrew Spinks, Andrew Spinks, Jun., Mrs. Henry Watson, Mr. J. M. T. Bosario, and Mr. Leung Wing In.

WIFE'S DREAD OF SCOTLAND.

CALCUTTA DIVORCE SUIT.

In Calcutta last month, Mr. Justice Costello granted a decree nisi in favour of the petitioner, Mr. John Stewart, who brought a suit of dissolution of his marriage from his wife, Mrs. L. E. Stewart, on the ground of adultery.

Opening the case, Mr. R. C. Bonerji, for the petitioner said that in this case his lordship would see an instance of class feeling between the Anglo-Indian community and the English community. The petitioner, who is a Scotsman, married a woman who is an Anglo-Indian. The parties were married in 1916 and there are two issues of the marriage.

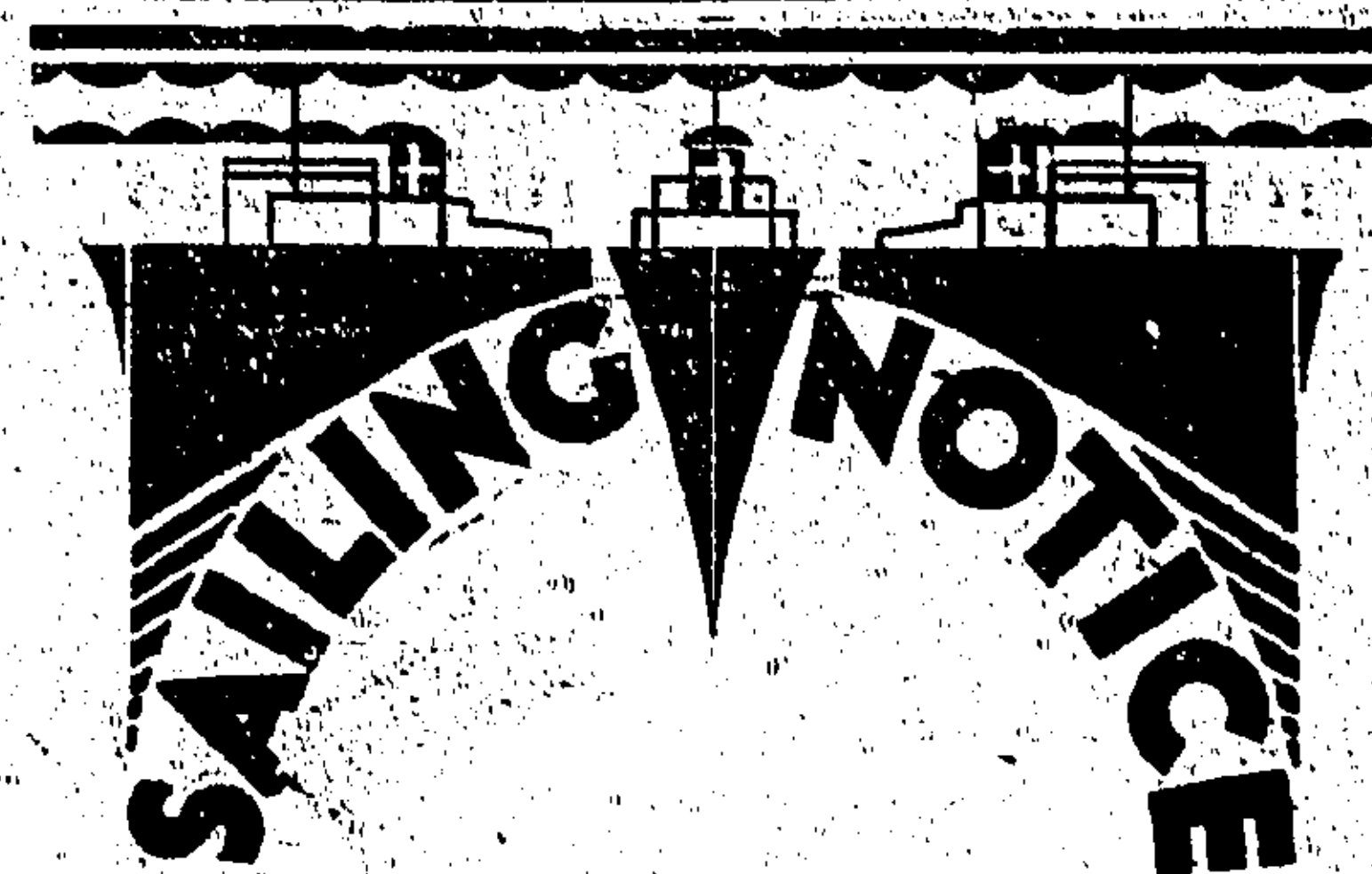
The wife filed a written answer. Mr. Stewart, examined by Counsel said that he was working as an assistant foreman at Oudal in the railway workshops. After marriage they lived in Rangoon, Ranchi and elsewhere. When he left for Scotland in 1927, he wanted to take his wife and children with him, but she absolutely refused, saying, "That benighted country! How am I going to leave India?"

Mr. Justice Costello said, amidst laughter, that she called Scotland a "benighted country" because she thought it might be too cold. Witness, proceeding, said that when he came back to India in July, 1928, he found the door locked. On certain information he instituted the present suit. While in Scotland he received letters from his wife in which she was always asking him to give her freedom. Before he left for Scotland he had no reason to suspect the fidelity of his wife nor that a fellow Britisher would ruin his family.

Mr. Justice Costello said that he should not say that he should not trust anybody, Britisher or even a Scotsman.

His Lordship gave a decree nisi and custody of the children in favour of the petitioner and granted costs against the co-respondent.

Captain Clarke, replying, said that the point behind the resolution was that those in England did not regard a collision as a crime. A collision in England was regarded as an accident, a stranding as an accident, and if loss of life occurred, that too, was regarded as an accident and not a crime. The position as matters stood at the present time was that in the event of a collision or stranding occurring abroad, the master or officer in charge of a vessel could be thrown into gaol. They wanted to make as sure as they could that a shipmaster should know under what particular system of law he was to be tried, for whereas he had nothing to fear from his own country, he might quite reasonably have fear of being tried under foreign jurisdiction. Captain Saunders, then, put the resolution, which, as stated, was carried unanimously.



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The Short, Straight Route to America
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Pres. Grant ... Tues., Aug. 19, 7 a.m.
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Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Polk ... Sun., Aug. 24, 8 a.m.
Pres. Adam ... Sun., Sept. 7, 8 a.m.
Pres. Harrison ... Sun., Sept. 21, 8 a.m.
Pres. Johnson ... Sun., Oct. 5, 8 a.m.

To Manila

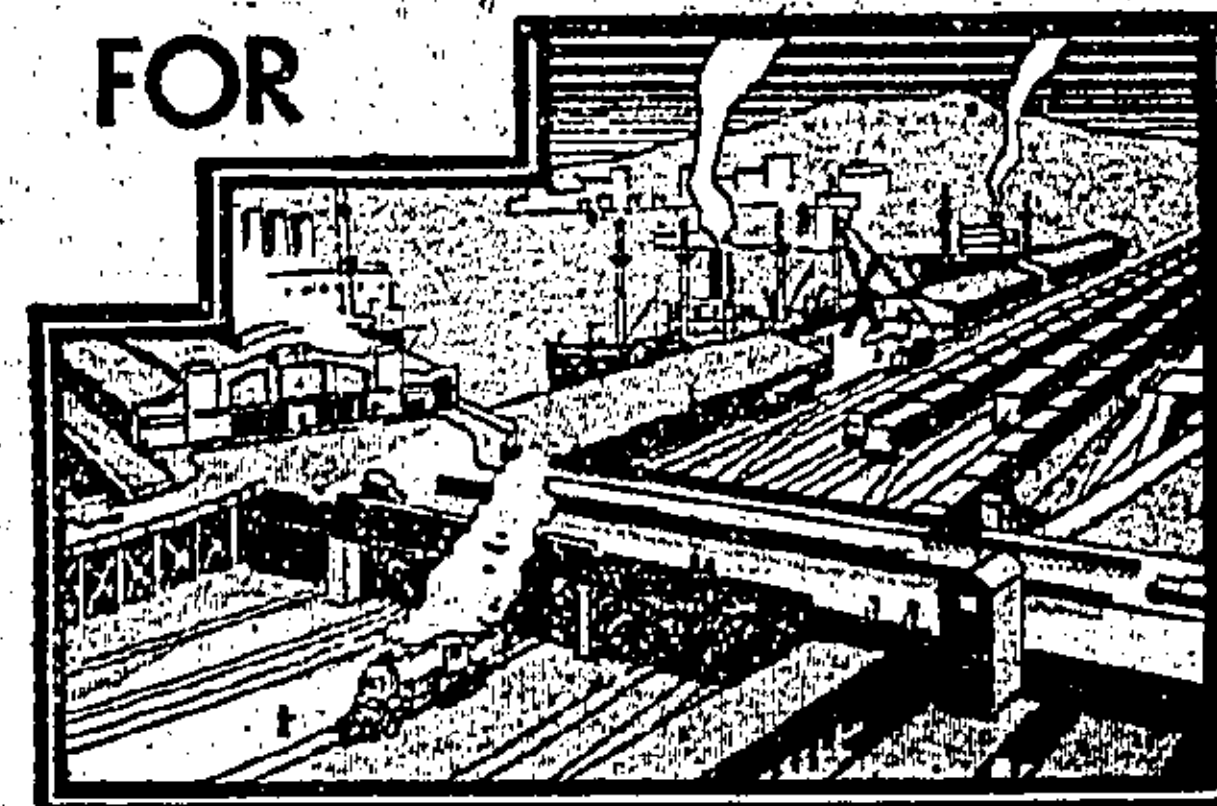
Pres. Lincoln ... Aug. 18, 8 p.m.
Pres. Cleveland ... Aug. 23, 6 p.m.
Pres. Madison ... Aug. 30, 6 p.m.
Pres. Pierce ... Sept. 9, 6 p.m.

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VANCOUVER HARBOUR COMMISSIONERS
Vancouver, British Columbia Canada

Interested in Wireless?

Then look for some interesting news in the "Daily Press" next Thursday.

MAIL AT U.S. CONSULATE

Mail has been received at the American Consulate General for the following persons:—Geo. A. Allan, Miss F. Bostwick, Mr. and Mrs. Chamberlain, J. A. Conley, R. G. Cooper, S. Domingo, V. H. Don-

Money and Markets

METAL MARKETS.

TIN TOUCHES LOWEST POINT SINCE THE WAR.

The following weekly review of the metal markets, dated July 11, has been issued by Messrs. Rudolf Wolf & Co., London:—

There has been a little more activity in markets throughout the week.

Tin, after opening lower on Monday, gave way yesterday to the lowest point touched since the war. The fall was chiefly due to the criticisms that have been levelled by the chairman of several tin mining companies at the latest restriction scheme, and a statement in reply by the Council of the Tin Producers Association is now awaited.

Meanwhile the low level caused a fair amount of bear covering and the price recovered yesterday afternoon 22 per ton from the lowest. To-day, on renewed support, values further advanced, in spite of some fairly heavy selling; although the highest price of 2138 three months was not maintained, the market closed with a firm tendency.

It is computed that 70 per cent. of the tin mining industries are working at a loss; on the other hand, according to Pruss reports, the directors of one well known Malayan company state it is possible to produce their tin profitably at a considerably lower level than the present, but they are of the opinion it is not in the interests of the shareholders to mine and market their reserves of concentrates at current prices.

Reports from America say that trade with consumers is dull and is expected to continue so during the Summer, but some improvement may be looked for in the Autumn, with a consequent rise in prices.

Sales in the East during the week have amounted to 1,300 tons, and shipments thence for the month are still estimated at 3,500 tons.

Premiums on Straits and Banca are quoted at 30/- and 70/- respectively.

Options.—Double £12.10, Single \$8.5 (done and buyers).

Cash.—2135.10 (opening), 2133.13 (highest), 2130.76 (lowest), and 2124 (closing).

Three months.—2137.10 (opening), 2137.10 (highest), 2132 (lowest), and 2135.13 (closing).

Turnover for the week 3,765 tons.

Copper.

Copper has been easier. The backwardation came down from 21 to 1/3, but on selling pressure of three months and lesser offerings of cash, the premium on the latter has extended to 5/-. Dissatisfaction is being expressed at the irregular movements in the price of electrolytic, and consumers are apparently not disposed to cover more than their immediate requirements until there is more stability. Electrolytic is being offered c.i.f. U.K. at 22 under the official price.

Standard copper closed at a decline of 22/6 for cash and 13/ for three months as compared with the end of last week.

Options.—Double £6 to £6.5, Single £5.25/3.

Cash.—£48.15 (opening), £48.15 (highest), £47.10 (lowest), and £47.10 (closing).

Three months.—£43 (opening), £47 (lowest), and £47.63 (closing).

Turnover for the week 3,025 tons.

Lead.

Lead is the only market which remains firm, but this is due to influential support and it is doubtful whether the comparatively high price is warranted by present trade demand.

Options.—Double £1.10, Single 13/.

July £18 (opening), £18.3.9 (highest), £18 (lowest), and £18.3.9 (closing).

August.—£17.18.3 (opening), £18.2.6 (highest), £17.18.9 (lowest), and £18.2.6 (closing).

September.—£17.18.9 (opening), £18.1.3 (highest), £17.18.9 (lowest), and £18.1.3 (closing).

October.—£17.17.6 (opening), £18.1.3 (highest), £17.17.6 (lowest), and £18.1.3 (closing).

Turnover for the week 1,000 tons.

Spelter.

Spelter has been fairly steady throughout the week, closing at a decline of 6/3 for near and 7/6 for forward as compared with our last report. There was a little easiness on Monday on the publication of the American statistics, which were as follows:—

May June
Tons. Tons.
Production 43,991 43,473
Deliveries 38,700 38,670
Stocks at end of 101,748 109,578
Balance operating 51,489 52,428
and which disclosed a further increase of nearly 8,000 tons in the stocks. The low level brought out a little enquiry on the part of consumers, and with the report that there would be a meeting of American and European producers on the

CANTON TRADE NOTES.

Overstocks have caused a slack demand for foreign sugar, which has resulted in a drop in prices.

There has been much activity in the Chinese fertilizer market as it is now the time for the farmers to sow for the latter part of the year. Arrivals are short and prices have gone up considerably.

The cotton yarn market has been active during the past few days, due to the limited stocks in Hong Kong and Shanghai coupled with a brisk demand by country merchants. Prices have consequently risen.

The demand for Chinese raw silk by foreign merchants has shown an increase. Some 8,354 bales (each bale contains 80 cadies of raw silk) were exported abroad during last month. Of this amount, some 3,087 bales were exported to the United States, 3,092 to France and 85 to Britain. The price during last month varied from H.K.\$600 to H.K.\$750 per bale.

MALAYAN TRADE.

DECREASE IN JUNE COMPARED WITH LAST YEAR.

The return of Malayan imports and exports of merchandise for June last show values of \$55,447,889 for imports and \$52,218,081 for exports. These represented decreases of \$17,649,500 in imports and \$18,151,154 in exports, compared with June of last year.

Nearly all the items enumerated in the return show large decreases. Of \$13,574,000 in rubber and \$4,608,000 in tin. The imports of motor-cars, showed a decrease of \$416,000.

THE TIN SLUMP.

MINING FEES SUSPENDED IN SIAM.

As many of the holders of mining leases in Siam have had to cease work, the Siamese Government has agreed to the suspension of the payment of mining fees during the cessation of mining operations.

There is this condition, however, that when tin fetches a price equivalent to Tes. 110 per picul, this suspension is to be withdrawn and those holding mining leases must start operations within a period of three months thereafter.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 11.

Paris 123.84
New York 48.15/64
Brussels 24.915
Geneva 23.035
Amsterdam 12.084
Milan 20.335
Berlin 18.103
Stockholm 18.16
Copenhagen 18.165
Oslo 34.43
Vienna 164.1/16
Prague 193
Helsingfors 44.05
Madrid 108.25
Lisbon 375
Athens 818
Bucharest 63/32
Rio 418
Buenos Aires 1/5 25/32
Bombay 1/6 1/3
Shanghai 1/3 5/18
Hong Kong 2/0 11/32
Yokohama 2/0 11/32
Silver, spot & forward 16 3/16.

15th instant, to discuss the possibilities for renewing a cartel to deal with overproduction, the market displayed a firmer tendency. The meeting, we understand, has as its object a reduction in output of 25 per cent. Yesterday, however, with lower prices reported from America and doubts in sympathy with the curbing of tin and copper, the market gave way to 213.12 3/4 July and 216.5 October. To-day there was a slight recovery and July closed at 215.13 with October at 216.76. Reports from the Continent are not too reassuring but there is a fair amount of resistance shown at the lower levels.

Options.—Double £1.15, Single 17/6.

July.—£15.18.9 (opening), £15.18.9 (highest), £15.12.6 (lowest), and £15.13 (closing).

August.—£16.2.6 (opening), £16.2.6 (highest), £15.17.6 (lowest), and £16.2.6 (closing).

September.—£16.7.6 (opening), £16.7.6 (highest), £16.1.3 (lowest), and £16.2.9 (closing).

October.—£16.12.6 (opening), £16.12.6 (highest), £16.5 (lowest), and £16.7.6 (closing).

Turnover for the week 2,600 tons.

IMPORTS—PRICES CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Local market dull. No business down.

Quotations.

Iron and Steel.

Steel Nail Rods... per picul \$8.70

" Bars... 5.80-6.10

" Angles... 5.80

" Rods... 5.80

" Joists... 10.25

" Plates... 5.00

Swedish Bars... 18.00

Small round rods... 6.80-5.40

Hoops, black steel... 7.75

" galvanized... 12.50

Black Tubes 1 1/2" ... Discount 73% c. & f.

Galv. Tubes 1 1/2" ... 83%

Wire Nails, 1 1/2" ... per picul 0.50

Galvanized corrugated sheet, 24/24 ... per 100 lbs. 2 1/2 G\$10.25

Galvanized flat sheet, 1 1/2" ... per 100 lbs. 2 1/2 G\$11.25

Galvanized 3/32" x 4 1/2" per lb. \$14.75

Galvanized 3/32" x 4 1/2" per lb. 15.20-15.25

Galv. wire, 18/22 per picul Brit. Cont.

BRASS.

B.M. Spot ... per picul \$17.40 \$16.70

" To arrive... 18.00

Australian B.M.P. ... 18.00 17.00

" To arrive... 18.60

Zinc Sheet, 8 x 4 ... 26.50

TIN PLATES.

English I.C.W., 20" x 14", 100 lbs. Spot... per box 14.80 15.10

English I.C.W., To arrive... 16.00

English I.C.W., 18 1/2" x 14", 110 lbs. Spot... 15.50 15.20

English I.C.W., To arrive... 16.80

Continental.

American I.C.W. (Spot) 20" x 14", 100 lbs., 112 sheets per box... No stocks

American I.C.W., To arrive 20" x 14", 100 lbs., 112 sheets ... per box \$18.50

Petroleum Products.

White Rose Brand ... per case \$8.88

Comet Brand ... 6.49

Lock ... 6.43

Early Brand ... 2 time 6.10

Second Motor Gasoline ... per case 10.35

Silver Light ... per case 6.49

Crown Brand ... 68 lbs. per 2 time 6.10

8 1/2 galls. 68 lbs. per bulk 5.50

Cross Brand ... 71 lbs. per 2 time 5.84

8 1/2 galls. 71 lbs. per bulk 5.24

Lamp Glass ... per 2 time 5.83

Shell Motor Spirit ... per case 10.83

" per bulk 9.00

" per gallon (ex pump) 1.15

SCALE ... per case 6.49

YIN FOO ... 6.29

TEXACO MOTOR SPIRIT ... 10.35

per gal. ex pump 1.15

COALS.

KAIPING—No. 2 Lump ... per ton \$12.00

" No. 3 Lump ... 11.40

" No. 4 Lump ... 10.60

MARKET—Very weak.

QUOTATIONS.

American Patent ... per sack 14.50-4.70

" Straight ... 3.30-3.65

" Cut off ... 3.35-3.90

Australian No. 1 ... 3.95-4.30

Canadian Cut off ... 3.85-3.50

" Straight ... 3.80-3.40

" Mixture ... 3.15

" 2nd Clear ... 3.05

STOCKS.

American ... 150,000 bags

Canadian ... 70,000

Australian ... 10,000

230,000 bags

Sundries.

WINDOW GLASS—

Fair average sizes

1 1/2" thick 18 oz. per box \$7.25-7.50

1 1/2" 16 7/8 ... 16.75

China, India and Straits Produce.

Java Rough White... per picul \$8.00-8.28

(Reported sales 4,620 piculs. Spot.)

Java Rough White... per picul \$7.63-7.78

(Reported sales 66,100 piculs. Aug. Sept., Oct., Nov., Dec. shipment from Java.)

Java Rough White... per picul \$7.75-8.03

(Reported sales 22,025 piculs. To arrive ex-named steamer.)

Java Fine White... per picul \$8.03

(Reported sales 495 piculs. To arrive ex-named steamer.)

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.

TUESDAY, AUGUST 12.

SHAREBROKERS' ASSOCIATION.

BUYERS SELLERS SALES NOMINAL

BUYERS SELLERS SALES NOMINAL

BUYERS SELLERS SALES NOMINAL

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BUYERS SELLERS SALES NOMINAL

BUYERS SELLERS SALES NOMINAL

BUYERS SELLERS

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Polk, Dollar, Aug. 24.
Pres. Adams, Dollar, Sept. 7.

AMOI.

Talma, B.I., Aug. 14, 6 a.m.
Tsiyuan, B. & S., Aug. 14.
Haining, Douglas, Aug. 15.
Kwangtung, B. & S., Aug. 17.
Tjisardine, J.C.J.L., Aug. 17.
Haining, Douglas, Aug. 19.
Kntsang, Jardine's, Aug. 19.
Tjisardine, J.C.J.L., Aug. 21.
Tsinan, B. & S., Aug. 21.
Shirala, B.I., Aug. 22.
Anhui, B. & S., Aug. 24.
Hosang, Jardine's, Aug. 31.
Takada, B.I., Aug. 31.
Yuenang, Jardine's, Sept. 7.

ANTWERP.

Kamo Maru, N.Y.K., Aug. 23.
Kashmir, P. & O., Aug. 30.
Asia, Manners, Sept. 5.
Katori Maru, N.Y.K., Sept. 6.
Agra, Gilman's, Sept. 14.

AUSTRALIAN PORTS.

Kitano Maru, N.Y.K., Aug. 19.
Changte, B. & S., Aug. 22.
Tanda, E. & A., Sept. 5.

BALIC PORTS.

Asia, Manners, Sept. 5.

BALTIMORE.

Irisbank, Bank, Aug. 22.
Rhexenor, B.F., Aug. 22.

BANGKOK.

Kaying, B. & S., Aug. 17.
Kwagchow, B. & S., Aug. 24.

BARCELONA.

Sauerland, Jensen, Sept. 13.

BELAWAN-DELI.

Cremor, J.C.J.L., Aug. 14.

BOMBAY.

Tamba Maru, N.Y.K., Aug. 13.
Rajputana, P. & O., Aug. 16.
Kidderpore, P. & O., Aug. 19.
Penang Maru, N.Y.K., Aug. 23.
Sado Maru, N.Y.K., Sept. 11.
Mantua, P. & O., Sept. 13.
Alipore, P. & O., Sept. 17.

BOSTON.

Tai Shan, Dodwell's, Aug. 18.
Irisbank, Bank, Aug. 22.
Rhexenor, B.F., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Tokio Maru, N.Y.K., Aug. 24.
Siamese Prince, Furness, Aug. 29.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Adams, Dollar, Sept. 7.
Malayan Prince, Furness, Sept. 11.

BRINDISI.

Fiume-L, Dodwell's, Sept. 8.

CALCUTTA.

Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Tilawa, B.I., Aug. 16, 3.30 p.m.
Talamba, B.I., Aug. 23.
Namsang, Jardine's, Aug. 27.
Calcutta Maru, N.Y.K., Aug. 29.
Kutsang, Jardine's, Sept. 6.
Hakodate Maru, N.Y.K., Sept. 8.
Shirala, B.I., Sept. 9.
Talmu, B.I., Sept. 11.
Shirala, B.I., Sept. 14.

CASABLANCA.

Philoctetes, B.F., Aug. 18.
Menelaus, B.F., Sept. 16.

CEBU.

Rhexenor, B.F., Aug. 22.

CHEFOO.

Huichow, B. & S., Aug. 22.
Kueichow, B. & S., Sept. 2.

COLOMBO.

Tamba Maru, N.Y.K., Aug. 13.
Rajputana, P. & O., Aug. 16.
Kidderpore, P. & O., Aug. 19.
Kamo Maru, N.Y.K., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 28.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Sado Maru, N.Y.K., Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Sphinx, M.M., Sept. 16.
Alipore, P. & O., Sept. 17.

COPENHAGEN.

Asia, Manners, Sept. 5.

DALNY.

Chinhua, B. & S., Aug. 18.
Patroclus, B.F., Aug. 23.

DUTCH PORTS.

Witram, Melchers, Aug. 15.
Duisburg, Jensen, Aug. 19.
Philoctetes, B.F., Aug. 19.
Kamo Maru, N.Y.K., Aug. 23.
Main, Melchers, Aug. 24.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Rames, Jensen, Sept. 4.
Asia, Manners, Sept. 5.
Lahn, Melchers, Sept. 11.
City of Lille, Bank, Sept. 13.
Sauerland, Jensen, Sept. 13.
Agra, Gilman's, Sept. 14.
Menelaus, B.F., Sept. 16.
Derfflinger, Melchers, Sept. 20.

FOOCHOW.

Haiyang, Douglas, Aug. 15.
Haining, Douglas, Aug. 19.
Cheongahing, Jardine's, Aug. 22.
Hutchow, B. & S., Aug. 22.
Kueichow, B. & S., Sept. 2.
Chipshing, Jardine's, Sept. 4.

GENOA.

Duisburg, Jensen, Aug. 19.
Dardanus, B.F., Aug. 21.
Pres. Polk, Dollar, Aug. 24.
Rames, Jensen, Sept. 4.
Pres. Adams, Dollar, Sept. 7.
Fiume-L, Dodwell's, Sept. 8.
Sauerland, Jensen, Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Derfflinger, Melchers, Sept. 20.

GLASGOW.

Dardanus, B.F., Aug. 21.
Sarpedon, B.F., Sept. 3.

HAIPHONG AND HOIHOW.

Kwangtung, B. & S., Aug. 17.
Cheongte, B. & S., Aug. 21.
Tean, B. & S., Sept. 4.

HAMBURG.

Witram, Melchers, Aug. 15.
Duisburg, Jensen, Aug. 19.
Philoctetes, B.F., Aug. 19.
Main, Melchers, Aug. 24.
Glengarry, Jardine's, Sept. 1.
Rames, Jensen, Sept. 4.
Asia, Manners, Sept. 5.
Lahn, Melchers, Sept. 11.
City of Lille, Bank, Sept. 13.
Sauerland, Jensen, Sept. 13.
Agra, Gilman's, Sept. 14.
Menelaus, B.F., Sept. 16.
Derfflinger, Melchers, Sept. 20.

HAVRE.

Dardanus, B.F., Aug. 21.
Asia, Manners, Sept. 5.
Nelous, B.F., Sept. 6.

HONOLULU.

Shinyo Maru, N.Y.K., Aug. 13.
Tatsuta Maru, N.Y.K., Aug. 21.
Ginyo Maru, N.Y.K., Aug. 27.

JAPAN PORTS.

Carignano, Dodwell's, Aug. 13.
Shinyo Maru, N.Y.K., Aug. 13.
Talmu, B.I., Aug. 14, 6 a.m.
City of Athens, Bank, Aug. 15.
Mantua, P. & O., Aug. 15.
Calchae, B.F., Aug. 17.
Kuma Maru, N.Y.K., Aug. 17.
Sauerland, Jensen, Aug. 17.
Sphinx, M.M., Aug. 18.
Tai Shan, Dodwell's, Aug. 18.
Tokushima Maru, N.Y.K., Aug. 18.
Kutsang, Jardine's, Aug. 19.
Tottori Maru, N.Y.K., Aug. 19.
Emp. of Asia, C.P.S., Aug. 20.
Tango Maru, N.Y.K., Aug. 20.
Tokushima Maru, N.Y.K., Aug. 20.
Tatsuta Maru, N.Y.K., Aug. 21.
Hakone Maru, N.Y.K., Aug. 22.
Shirala, B.I., Aug. 22.
Protesilaus, B.F., Aug. 23.
Shantung, Gilman's, Aug. 23.
Tokio Maru, N.Y.K., Aug. 24.
Ginyo Maru, N.Y.K., Aug. 27.
Muran Maru, N.Y.K., Aug. 27.
Autolyus, B.F., Aug. 29.
Carnarvonshire, Jardine's, Aug. 29.
Eurypylus, B.F., Aug. 29.
Kashgar, P. & O., Aug. 29.
Shidzuoka Maru, N.Y.K., Aug. 30.
Berrima, P. & O., Aug. 31.
Hosang, Jardine's, Aug. 31.
Takada, B.I., Aug. 31.
Venezia-L, Dodwell's, Aug. 31.
General Metzinger, M.M., Sept. 1.
Kuma Maru, N.Y.K., Sept. 2.
Emp. of Canada, C.P.S., Sept. 4.
Isar, Melchers, Sept. 6.
Muensterland, Jensen, Sept. 7.
Yuenang, Jardine's, Sept. 7.
St. Albans, E. & A., Sept. 9.
Glengarry, Jardine's, Sept. 12.
Tencor, B.F., Sept. 12.
Percuss, B.F., Sept. 14.
Andre Lebon, M.M., Sept. 15.
City of Hereford, Bank, Sept. 15.
Leverkusen, Jensen, Sept. 15.
Emp. of Russia, C.P.S., Sept. 17.

KALOUTTA.

Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Tilawa, B.I., Aug. 16, 3.30 p.m.
Talamba, B.I., Aug. 23.
Namsang, Jardine's, Aug. 27.
Calcutta Maru, N.Y.K., Aug. 29.
Kutsang, Jardine's, Sept. 6.
Hakodate Maru, N.Y.K., Sept. 8.
Shirala, B.I., Sept. 9.
Talmu, B.I., Sept. 11.
Shirala, B.I., Sept. 14.

KASABLANCA.

Philoctetes, B.F., Aug. 18.
Menelaus, B.F., Sept. 16.

KEBU.

Rhexenor, B.F., Aug. 22.

CHEFOO.

Huichow, B. & S., Aug. 22.
Kueichow, B. & S., Sept. 2.

COLOMBO.

Tamba Maru, N.Y.K., Aug. 13.
Rajputana, P. & O., Aug. 16.
Kidderpore, P. & O., Aug. 19.
Kamo Maru, N.Y.K., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 28.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Sado Maru, N.Y.K., Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Sphinx, M.M., Sept. 16.
Alipore, P. & O., Sept. 17.

COPENHAGEN.

Asia, Manners, Sept. 5.

DALNY.

Chinhua, B. & S., Aug. 18.
Patroclus, B.F., Aug. 23.

DUTCH PORTS.

Witram, Melchers, Aug. 15.
Duisburg, Jensen, Aug. 19.
Philoctetes, B.F., Aug. 19.
Kamo Maru, N.Y.K., Aug. 23.
Main, Melchers, Aug. 24.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Rames, Jensen, Sept. 4.
Asia, Manners, Sept. 5.
Lahn, Melchers, Sept. 11.
City of Lille, Bank, Sept. 13.
Sauerland, Jensen, Sept. 13.
Agra, Gilman's, Sept. 14.
Menelaus, B.F., Sept. 16.
Derfflinger, Melchers, Sept. 20.

MARSEILLES.

Witram, Melchers, Aug. 15.
Rajputana, P. & O., Aug. 16.
Kidderpore, P. & O., Aug. 19.
Philoctetes, B.F., Aug. 19.
Kamo Maru, N.Y.K., Aug. 23.
Main, Melchers, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 28.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Asia, Manners, Sept. 5.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Lahn, Melchers, Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Menelaus, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.

NAPLES.

Kamo Maru, N.Y.K., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Siamese Prince, Furness, Aug. 29.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Lahn, Melchers, Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Menelaus, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.

NEW YORK, BOSTON, etc.

Tai Shan, Dodwell's, Aug. 18.
Irisbank, Bank, Aug. 22.
Rhexenor, B.F., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Tokio Maru, N.Y.K., Aug. 24.
Siamese Prince, Furness, Aug. 29.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Adams, Dollar, Sept. 7.
Malayan Prince, Furness, Sept. 11.

NEWCASTLE.

Chinhua, B. & S., Aug. 18.

NORTH CHINA PORTS.

Patroclus, B.F., Aug. 23.
Derfflinger, Melchers, Aug. 20.

PANAMA.

Tai Shan, Dodwell's, Aug. 18.
Tokio Maru, N.Y.K., Aug. 24.
Ginyo Maru, N.Y.K., Aug. 27.
Kuma Maru, N.Y.K., Sept. 2.

PENANG.

Tamba Maru, N.Y.K., Aug. 13.
Cromer, J.C.J.L., Aug. 14.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Rajputana, P. & O., Aug. 16.
Tilawa, B.I., Aug. 16, 3.30 p.m.
Kidderpore, P. & O., Aug. 19.
Kamo Maru, N.Y.K., Aug. 23.
Talamba, B.I., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Namsang, Jardine's, Aug. 27.
Penang Maru, N.Y.K., Aug. 29.
Calcutta Maru, N.Y.K., Aug. 29.
Kashmir, P. & O., Aug. 30.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Hakodate Maru, N.Y.K., Sept. 8.
Shirala, B.I., Sept. 9.
Sado Maru, N.Y.K., Sept. 11.
Talmu, B.I., Sept. 11.
Mantua, P. & O., Sept. 13.
Shirala, B.I., Sept. 14.
Alipore, P. & O., Sept. 17.

RABAU.

Bremherhaven, Melchers, Sept. 6.

RANGOON.

Bengal Maru, N.Y.K., Aug. 15.
Calcutta Maru, N.Y.K., Aug. 29.
Hakodate Maru, N.Y.K., Sept. 8.

SAIGON.

Angers, M.M., Aug. 28.
Sphinx, M.M., Sept. 16.

SANDAKAN.

Hinsang, Jardine's, Aug. 13.
Mausang, Jardine's, Aug. 23.
Tanda, E. & A., Sept. 5.

SAN FRANCISCO.

Shinyo Maru, N.Y.K., Aug. 13.
Kuma Maru, N.Y.K., Aug. 17.
Tai Shan, Dodwell's, Aug. 18.
Tatsuta Maru, N.Y.K., Aug. 21.
Tokio Maru, N.Y.K., Aug. 24.
Ginyo Maru, N.Y.K., Aug. 27.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Madison, A.M.L., Sept. 9.

SCANDINAVIAN PORTS.

Asia, Manners, Sept. 5.
Agra, Gilman's, Sept. 14.

SEATTLE.

Pres. Grant, A.M.L., Aug. 19.
Protesilaus, B.F., Aug. 22.
Pres. Cleveland, Dollar, Sept. 2.
Teucer, B.F., Sept. 12.
Pres. Pierce, Dollar, Sept. 16.

SHANGHAI.

Carignano, Dodwell's, Aug. 13.
Onfa, B.F., Aug. 13.
Shinyo Maru, N.Y.K., Aug. 13.
Waishang, Jardine's, Aug. 13.
Linan, B. & S., Aug. 14.
Tsiyuan, B. & S., Aug. 14.
City of Athens, Bank, Aug. 15.
Mantua, P. & O., Aug. 15.
Calchae, B.F., Aug. 17.
Kuma Maru, N.Y.K., Aug. 17.
Sauerland, Jensen, Aug. 17.
Suiyang, B. & S., Aug. 17.
Chinhua, B. & S., Aug. 18.
Sphinx, M.M., Aug. 18.
Tai Shan, Dodwell's, Aug. 18.
Pres. Polk, Dollar, Aug. 24.
Pres. Cleveland, Dollar, Aug. 24.
Pres. Madison, A.M.L., Aug. 30.
Tanda, E. & A., Sept. 5.
Nelous, B.F., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Derfflinger, Melchers, Sept. 20.

SHANGHAI—(Continued).

Tatsuta Maru, N.Y.K., Aug. 21.
Tjisardine, J.C.J.L., Aug. 21.
Tsinan, B. & S., Aug. 21.
Hakone Maru, N.Y.K., Aug. 22.
Shirala, B.I., Aug. 22.
Tean, B. & S., Aug. 22.
Patroclus, B.F., Aug. 23.
Shantung, Gilman's, Aug. 23.
Foonshing, Jardine's, Aug. 24.
Tokio Maru, N.Y.K., Aug. 24.
Derfflinger, Melchers, Aug. 24.
Autolyus, B.F., Aug. 29.
Carnarvonshire, Jardine's, Aug. 29.
Eurypylus, B.F., Aug. 29.
Kashgar, P. & O., Aug. 29.
Africa, Manners, Aug. 30.
Shidzuoka Maru, N.Y.K., Aug. 30.
Berrima, P. & O., Aug. 31.
Venezia-L, Dodwell's, Aug. 31.
General Metzinger, M.M., Sept. 1.
Kuma Maru, N.Y.K., Sept. 2.
Emp. of Canada, C.P.S., Sept. 4.
Isar, Melchers, Sept. 6.
Muensterland, Jensen, Sept. 7.
Glengarry, Jardine's, Sept. 12.
Malwa, P. & O., Sept. 12.
Andre Lebon, M.M., Sept. 15.
City of Hereford, Bank, Sept. 15.
Leverkusen, Jensen, Sept. 15.
Emp. of Russia, C.P.S., Sept. 17.

SINGAPORE.

Tamba Maru, N.Y.K., Aug. 13.
Cromer, J.C.J.L., Aug. 14.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Witram, Melchers, Aug. 15.
Rajputana, P. & O., Aug. 16.
Tilawa, B.I., Aug. 16, 3.30 p.m.
Kwangtung, B. & S., Aug. 17.
Kidderpore, P. & O., Aug. 19.
Rhexenor, B.F., Aug. 22.
Dardanus, B.F., Aug. 22.
Kamo Maru, N.Y.K., Aug. 23.
Talamba, B.I., Aug. 23.
Anhui, B. & S., Aug. 24.
Main, Melchers, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 28.
Namsang, Jardine's, Aug. 27.
Penang Maru, N.Y.K., Aug. 29.
Calcutta Maru, N.Y.K., Aug. 29.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Katori Maru, N.Y.K., Sept. 6.
Kutsang, Jardine's, Sept. 6.
Nelous, B.F., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Fiume-L, Dodwell's, Sept. 8.
Hakodate Maru, N.Y.K., Sept. 8.
Kawachi Maru, N.Y.K., Sept. 9.
Shirala, B.I., Sept. 9.
Lahn, Melchers, Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Talmu, B.I., Sept. 11.
Mantua, P. & O., Sept. 13.
Shirala, B.I., Sept. 14.
Alipore, P. & O., Sept. 17.

SOUTH AFRICAN PORTS.

Kawachi Maru, N.Y.K., Sept. 9.

SOUTH AMERICAN PORTS.

Ginyo Maru, N.Y.K., Aug. 27.
Kawachi Maru, N.Y.K., Sept. 9.

SWATOW.

Waishang, Jardine's, Aug. 13.
Linan, B. & S., Aug. 14.
Haiyang, B. & S., Aug. 14.
Kaying, B. & S., Aug. 17.
Kwangtung, B. & S., Aug. 17.
Kwongang, Jardine's, Aug. 17.
Suiyang, B. & S., Aug. 17.
Tjisardine, J.C.J.L., Aug. 17.
Haining, Douglas, Aug. 19.
Shantung, B. & S., Aug. 19.
Chakung, Jardine's, Aug. 20.
Cheongahing, Jardine's, Aug. 22.
Huichow, B. & S., Aug. 22.
Tean, B. & S., Aug. 22.
Anhui, B. & S., Aug. 24.
Foonshing, Jardine's, Aug. 24.
Kwangchow, B. & S., Aug. 24.
Kueichow, B. & S., Sept. 2.
Chipshing, Jardine's, Sept. 4.

TIENTSIN.

Cheongahing, Jardine's, Aug. 22.
Huichow, B. & S., Aug. 22.
Kueichow, B. & S., Sept. 2.
Chipshing, Jardine's, Sept. 4.

TRIESTE AND VENICE.

Fiume-L, Dodwell's, Sept. 8.

TUNGTAO.

Waishang, Jardine's, Aug. 13.
Kwongang, Jardine's, Aug. 17.
Suiyang, B. & S., Aug. 17.
Shantung, B. & S., Aug. 19.
Chakung, Jardine's, Aug. 20.
Patroclus, B.F., Aug. 23.
Foonshing, Jardine's, Aug. 24.

VANCOUVER, B.C.

Emp. of Asia, C.P.S., Aug. 20.
Protesilaus, B.F., Aug. 22.
Emp. of Canada, C.P.S., Sept. 4.
Teucer, B.F., Sept. 12.
Emp. of Russia, C.P.S., Sept. 17.

VICTORIA, B.C.

Pres. Grant, A.M.L., Aug. 19.
Emp. of Asia, C.P.S., Aug. 20.
Protesilaus, B.F., Aug. 22.
Pres. Cleveland, Dollar, Sept. 2.
Emp. of Canada, C.P.S., Sept. 4.
Teucer, B.F., Sept. 12.
Pres. Pierce, Dollar, Sept. 16.
Emp. of Russia, C.P.S., Sept. 17.

VLADIVOSTOK.

Calchae, B.F., Aug. 17.
Shantung, Gilman's, Aug. 23.
Carnarvonshire, Jardine's, Aug. 29.

WEIHAIWEI.

Huichow, B. & S., Aug. 22.
Patroclus, B.F., Aug. 22.
Kueichow, B. & S., Sept. 2.

EXPECTED ARRIVALS AND MOVEMENTS.

Adrastus due from New York Sept. 6.
Autolyus due from Europe Aug. 23.
Bengal Maru due from Japan Aug. 14.
Berrima due from Europe Aug. 30.
Bremherhaven due from Rabaul Sept. 6.
Calchae due from Europe Aug. 17.
Calcutta Maru due from Japan Aug. 28.
Carignano due from Singapore Aug. 13.
Change arrived from Manila Aug. 12.
City of Athens, due from Europe Aug. 13.
City of Herford due from Europe Sept. 15.
City of Mobile due from New York Sept. 5.
Cremor due from Swatow Aug. 13.
Dardanus due from Shanghai Aug. 21.
Derfflinger due from Europe Aug. 28.
Emp. of Asia, due from Manila Aug. 17.
Emp. of Canada due from Vancouver Aug. 27.
Emp. of Japan due Yokohama Aug. 14, 6 a.m.
Eumaeus due from Europe, Sept. 7.
Euryp

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"TAIYUAN"	On 14th Aug. Daylight
SWATOW & SHANGHAI	"LINAN"	On 14th Aug. 9 p.m.
AMOI, SWATOW, HOIHOW & 8 FORTS	"KWANGTUNG"	On 17th Aug. 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 17th Aug. 3 p.m.
SWATOW & BANGKOK	"KAYING"	On 17th Aug. 3 p.m.
SEAL, NEWCHANG & DALNY	"CHINHUA"	On 18th Aug. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 19th Aug. 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 21st Aug. Daylight
HOIHOW, PAKHOI & HAIPHONG	"OHENGTO"	On 21st Aug. 10 a.m.
SWATOW, FOOCHOW, WAIHAIWEL, CHENGPOO & TIENTSIN	"HUOHOOW"	On 22nd Aug. Noon
SWATOW & SHANGHAI	"TEAN"	On 22nd Aug. 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 24th Aug. 10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 24th Aug. 3 p.m.
SWATOW, FOOCHOW, WAIHAIWEL, CHENGPOO & TIENTSIN	"KUEICHOW"	On 2nd Sept. Noon
HOIHOW, PAKHOI & HAIPHONG	"TEAN"	On 4th Sept. 10 a.m.

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STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	In Port 13th Sept.	22nd Aug.	25th Aug.	10th Sept.
TAIPING	In Port 13th Sept.	23rd Sept.	26th Sept.	12th Oct.

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M.S. "Malaya"	1st Oct.	7th Nov.
M.S. "Danmark"	31st Oct.	10th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

AUGUST 11, 1930.

AUGUST 12, 1930.

STATION	Barometer at Sea Level	Thermometer	Winds	Direction	Force	Wind (Knots)	Wind (Miles)	Barometer at Sea Level	Thermometer	Winds	Direction	Force	Wind (Knots)	Wind (Miles)
Wladivostok...	12	29.74	755.3	80	N	2	b	29.78	755.9	63	N	4	o	
Nemuro...	11	29.70	754.5	80	E	1	b	29.76	756.0	...	SSE	1	...	
Hakodate...	"	29.74	755.5	...	SSE	1	...	29.76	756.0	...	W	1	...	
Tokio...	"	29.76	756.0	...	S	2	...	29.78	756.5	...	ESE	1	...	
Kobe...	"	29.73	755.0	...	ESE	2	...	29.73	755.5	...	ESE	2	...	
Nagasaki...	"	29.51	749.8	...	ENE	3	...	29.13	740.0	...	SE	6	...	
Kagoshima...	"	29.41	747.0	...	E	4	...	29.00	735.5	...	SE	9	...	
Oshima...	"	29.70	752.0	...	SSW	4	...	29.35	745.5	...	SSW	3	...	
Naha...	"	29.39	746.5	...	W	6	...	29.51	749.5	...	WSW	1	...	
Ishigakijima...	"	29.59	751.5	...	WNW	3	...	29.59	751.5	...	WSW	1	...	
Bonin Island...	"	33.80	757.0	...	SE	1	...	29.78	756.5	...	SSE	1	...	
Chafoo...	15	29.61	752.1	88	E	2	b	29.60	749.3	78	SE	1	b	
Shanghai...	14	29.59	751.5	93	N	1	b	29.54	750.3	75	NE	1	b	
Godalff...	"	29.54	752.8	88	N	1	b	29.57	751.1	78	NNW	2	o	
Wanchow...	"	29.60	751.8	90	S	2	b	29.60	751.8	84	W	1	b	
Poochow...	"	29.57	751.1	88	SE	4	b	29.54	750.8	81	SW	2	b	
Amoy...	"	29.52	749.8	92	WSW	3	b	29.52	749.8	81	SW	2	b	
Swatow...	11	29.63	752.4	90	W	4	b	29.58	751.2	75	SW	2	b	
Taihou...	"	29.67	753.6	90	SSW	2	b	29.68	752.7	77	...	...	...	
Taihu...	"	29.66	753.9	90	NW	2	b	29.61	752.1	75	...	...	...	
Tainan...	"	29.63	752.7	86	NW	4	b	29.60	751.6	77	NNW	2	o	
Koshun...	"	29.65	753.0	90	S	2	b	29.59	751.5	81	SW	2	b	
Pescadore...	"	29.62	752.3	89	WSW	3	b	29.58	751.3	81	WNW	1	b	
Hong Kong...	14	29.68	753.9	85	WSW	3	o	29.59	751.4	85	SSW	4	o	
Gap Rock...	"	29.60	751.8	72	SE	2	b	29.60	751.8	79	WSW	2	o	
Macao...	"	29.60	751.8	89	NW	1	o	29.62	752.8	82	SW	2	b	
Hoihow...	"	29.66	753.8	89	SW	3	b	29.64	750.3	79	S	2	b	
Pratas Island...	15	29.58	752.1	86	SE	4	b	29.61	752.1	79	...	...	...	
Phulien...	"	29.65	753.0	90	NE	1	o	29.61	752.1	79	...	...	...	
Tourane...	"	29.61	752.0	84	WSW	4	b	29.64	752.8	77	WSW	6	o	
Cape St. James...	"	29.61	752.1	88	WSW	4	o	29.60	751.8	81	WNW	4	o	
Basco...	14	29.61	752.1	88	WSW	4	o	29.63	752.7	75	...	...	...	
Aparri...	"	29.71	754.5	90	NE	4	o	29.67	753.6	78	S	1	o	
Tuguegarao...	"	29.62	752.4	93	S	1	o	29.68	753.3	77	SE	2	b	
Vigan...	"	29.68	753.9	86	SSW	1	b	29.68	753.3	77	WSW	2	b	
Manila...	"	29.69	754.2	86	WSW	4	o	29.72	754.8	75	...	...	...	
Legaspi...	"	29.69	754.2	86	SSW	4	o	...	...	...	...	...	...	
Calbayog...	"	29.73	755.1	86	WSW	4	o	...	...	...	...	...	...	
Tacloban...	"	29.75	755.7	81	NW	4	o	29.74	755.4	...	...	...	...	
Hilo...	"	29.75	755.7	86	SW	4	o	...	...	...	...	...	...	
Cebu...	"	29.74	755.4	86	SW	4	o	...	...	...	...	...	...	
Surigao...	"	...	...	...	...	...	...	29.69	754.2	70	SW	3	c	
Naipan...	11.00	...	...	...	...	...	...	4.22	...	...	...	...	...	
Guan...	12.32	29.71	754.5	...	SW	4	o	29.75	755.7	...	VSW	4	o	
Yap...	11.00	29.78	756.3	...	SW	4	o	29.82	757.5	80	WSW	3	c	
Pelew...	"	...	...	...	...	...	...	29.83	757.7	80	S	6	b	
Labuan...	14	29.83	757.4	88	W	7	b	...	...	...	...	...	...	

August 11d. 16h. 23m.—Warning to Hong Kong, Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 30° N. Long. 129° E., moving N.
August 12d. 9h. 30m.—Warning to Hong Kong, Coast Ports, &c.—A severe typhoon within 30 miles of Lat. 31° N. Long. 129° E., moving N.
August 12d. 10h. 35m.—The typhoon continues to move northward. It will pass near Nagasaki this evening. Pressure is relatively low over China.
Manila warning, 11d. 10h. 50m.—Typhoon in Lat. 29° N. Long. 129° E., moving N. Recd. 11d. 11h. 21m.
Shanghai warning, 12d. 8h. 50m.—A severe typhoon within 60 miles of Lat. 32° N. Long. 129° E., moving N. Recd. 12d. 9h. 36m.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 62.39 inches; against an average of 57.66 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 13.

DISTRICT.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

S.W. winds, light to moderate; fine.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 12.

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 2 p.m.
Barometer...	29.59	29.61	29.63
Temperature...	88	87	87
Humidity...	67	73	68
Wind...			
Direction...	SW	W	SW
Force...	3	3	2
Weather...	B	C	B
Rain...	0.00	0.00	0.00

Highest open-air Temperature, 11:59

Lowest open-air Temperature, 12:51

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From August 13 to 19, 1930.

HIGH WATER. LOW WATER.

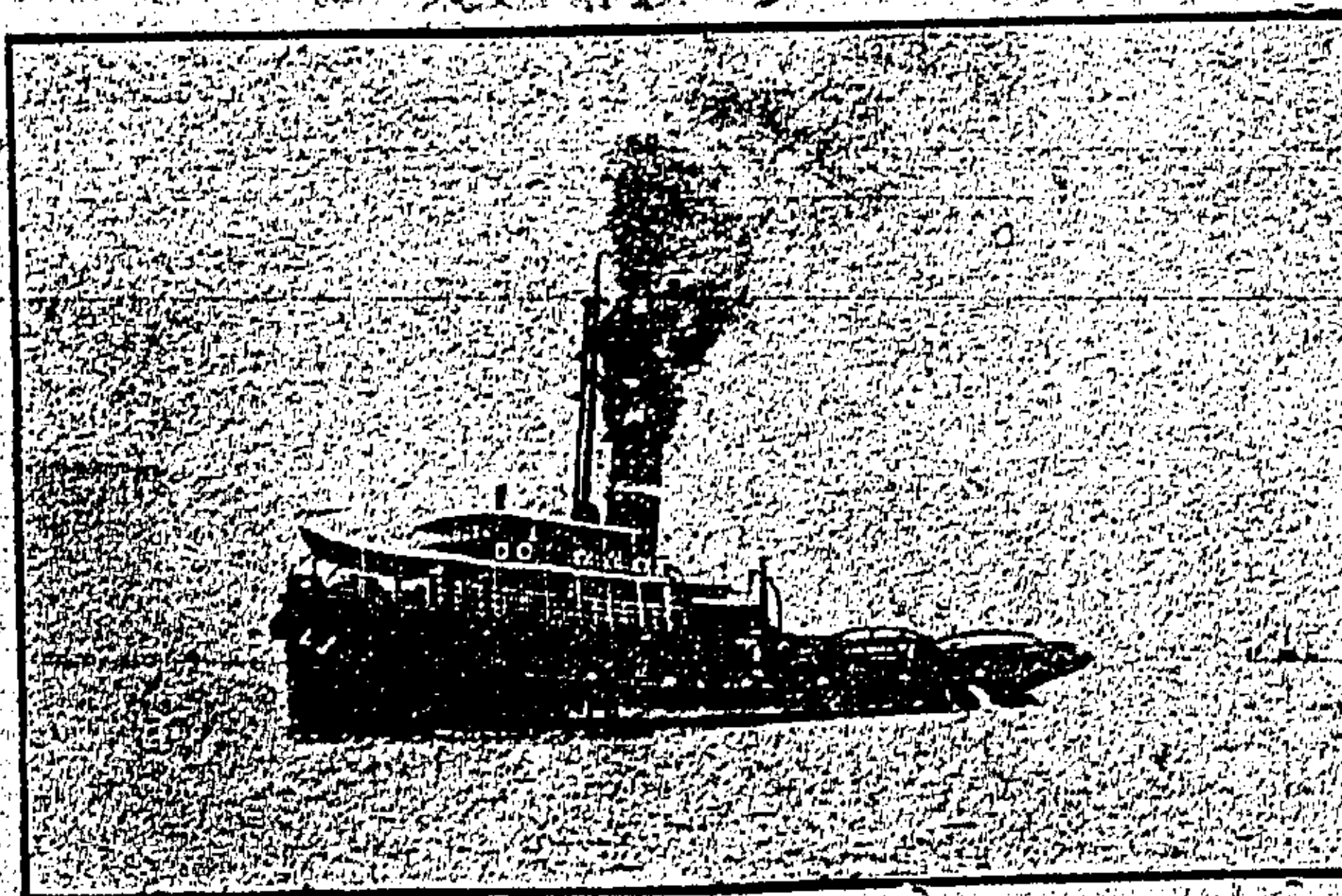
Day of Week	Date	Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	13	h. m.	4.8	6.10	h. m.	4.8
Thur.	14	h. m.	4.8	6.10	h. m.	4.8
Fri.	15	h. m.	4.8	6.10	h. m.	4.8
Sat.	16	h. m.	4.8	6.10	h. m.	4.8
Sun.	17	h. m.	4.8	6.10	h. m.	4.8
Mon.	18	h. m.	4.8	6.10	h. m.	4.8
Tues.	19	h. m.	4.8	6.10	h. m.	4.8

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"WAISHING," "KWANGSANG," "CHAKSANG," "FOOSHING"	Wed. 13th Aug. at Noon Sun. 17th Aug. at 10 a.m. Wed. 20th Aug. at 10 a.m. Sun. 24th Aug. at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"SUISANG," "NAMSANG," "KUTSANG"	Fri. 16th Aug. at 3 p.m. Wed. 27th Aug. at 3 p.m. Sat. 6th Sept. at 3 p.m.
OSAKA via AMOI, SEAL, MOJI & KOBE	"KUTSANG"	Tues. 19th Aug. at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"HOSANG," "YUENSANG"	Sun. 31st Aug. at 7 a.m. Sun. 7th Sept. at 7 a.m.
SANDAKAN	"HINSANG," "MAUSANG"	Wed. 13th Aug. at Noon Mon. 25th Aug. at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHONGSHING," "CHIFSHING"	Fri. 22nd Aug. at 7 a.m. Thurs. 4th Sept. at 7 a.m.

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Empress of Asia	Sept. 20	Aug. 23	Empress of Japan	Sept. 20	Aug. 23
Empress of Canada	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23
Empress of Japan	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23
Empress of Canada	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23
Empress of Japan	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23
Empress of Canada	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23
Empress of Japan	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23
Empress of Canada	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23
Empress of Japan	Sept. 20	Aug. 23	Empress of Russia	Sept. 20	Aug. 23

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 TATSUTA MARU ... Thursday, 21st August
SEATTLE, VICTORIA via Shanghai & Japan Ports
 HIKAWA MARU ... Wednesday, 24th September
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
 via Singapore, Penang, Colombo & Suez.
 KAMO MARU ... Saturday, 23rd August
 KATORI MARU ... Saturday, 8th September
SYDNEY & MELBOURNE via Manila & Ports.
 KITANO MARU ... Tuesday, 19th August
 ATSUTA MARU ... Tuesday, 23rd September
BOMBAY via Singapore, Penang & Colombo.
 TAMBA MARU ... Wednesday, 13th August
 PENANG MARU ... Thursday, 26th August
SOUTH AMERICA (West Coast) via Japan, Honolulu,
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 GINYO MARU ... Wednesday, 27th August
SOUTH AMERICA (East Coast) via Singapore, Cape
 Town & Ports.
 KAWACHI MARU ... Tuesday, 9th September
NEW YORK, BOSTON via PANAMA.
 TOKIWA MARU ... Sunday, 24th August
 KUMA MARU ... Tuesday, 2nd September
LIVERPOOL via Port Said, Stamboul (Constantinople),
 Genoa & Marseilles.
 LYONS MARU ... Tuesday, 16th September
CAIRO via Singapore, Penang & Rangoon.
 BENGAL MARU ... Friday, 15th August
 CALCUTTA MARU ... Friday, 29th August
SHANGHAI, KOBE & YOKOHAMA.
 TOKUSHIMA MARU (Kobe direct) ... Monday, 18th August
 TANGO MARU (Nagasaki direct) ... Wednesday, 20th August
 HAKONE MARU ... Friday, 22nd August
 SHIZUKA MARU ... Saturday, 30th August
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ANGERS ... 26th Aug.	SPHINX ... 18th Aug.
SPHINX ... 16th Sept.	G. METZINGER ... 1st Sept.
G. METZINGER ... 30th Sept.	ANDRE LEBON ... 15th Sept.
ANDRE LEBON ... 14th Oct.	PORTHOUS ... 29th Sept.
PORTHOUS ... 28th Oct.	CHENONCEAUX ... 13th Oct.
CHENONCEAUX ... 11th Nov.	ATHOS II ... 27th Oct.
ATHOS II ... 26th Nov.	D'ARTAGNAN ... 11th Nov.
	ANGERS ... 26th Nov.

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Shipping News

Daily Statement. Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,300 TONS;
 THROUGH CARGO
 13,700 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday, were:—

Ship	Cargo	Through
British	H.K.	Ports.
Empress of Asia	Shanghai 400	500
Proteus	Tacoma 2,900	—
Neleus	Manila 130	—
Alipore	Bombay 91	7,516
City of Delhi	Shanghai 21	300
Change	Manila 264	175
Anking	Amoy —	1,100
Yingchow	Canton —	23
Linan	Shanghai 360	1,444
		4,172 — 11,161

American
 Pres. Grant
 Shanghai 1,296 — 2,606
 — 1,296 — 2,606

Japanese
 Tatsuta Maru
 Shanghai 890 — 890

Chinese
 Cheung On
 Shanmei 30 30 — —

Total 6,378 13,767

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

Ship	Arr.	Dep.
British	10	6
American	1	0
Japanese	2	4
Chinese	2	1
French	0	2
Norwegian	0	2
Total	15	15

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Anking (Br.) Amoy, Swatow	522
Pres. Grant (Am.) San Francisco, Shanghai	320
Cheung On (Chi.) Shanmei	176
Total	1,018

WARSHIPS IN HARBOUR.

The following warships were in the harbour yesterday:—
 Basin—Tamar, Moth, Sepoy, Cicada.

North Arm—Serapis, Sterling, West Wall—Medway and S/m. No. 8 buoy—Tarantula.

Foreign Men of War—U.S. gunboat Mindanao, Portuguese cruiser Adamastor, French gunboat Vigilante.

ARRIVALS.

August 12.

Alipore, British str., 3,241 tons, Capt. E. E. N. Dawson, from Singapore, buoy No. A29.—M. & Co.
 Apoc, British str., 1,778 tons, Capt. C. W. Shearer, from Hongkong, Hok Uen.—Wo Fat Sing.
 Chinese Prince, British str., 3,658 tons, Capt. E. E. Jones, from Keelung, buoy No. A2.—Furness (Far East) & Co.
 D'Artagnan, French str., 24,000 tons, Capt. Malaussena, from Shanghai, Kowloon Wharf.—Mesa Maritimes.
 Harunasan Maru, Japanese str., 1,867 tons, Capt. J. A. Saitoh, from Milke, buoy No. B48.—M.B.K.
 Hong Peng, British str., 2,325 tons, Capt. H. G. Hay, from Swatow, buoy No. A29.—Ho Thong & Co.
 Proteus, British str., 6,118 tons, Capt. W. R. F. Holden, from Milke, buoy No. A3.—B. & S.
 Seistan, British str., 1,871 tons, Capt. Alex. C. Inglis, from Hongkong, buoy No. A23.—E. Feng & Co.
 Talma, British str., 10,000 tons, Capt. G. J. Harley, from Calcutta via Singapore, Kowloon Wharf.—M. & Co.
 Tei Maru No. 2, Japanese str., 1,637 tons, Capt. Y. Tani, from Keelung, buoy No. B30.—M.B.K.
 Ying Chow, British str., 1,216 tons, Capt. W. G. Mackenzie, from Canton, buoy No. C39.—B. & S.

The R.M.S. Empress of Japan arrived at Kobe on August 12 leaves Kobe on August 12 and is due at Yokohama on August 14 leaves Yokohama on August 14.

CLEARANCES.

August 12.

Alipore, for Shanghai.
 Chinese Prince, for Manila.
 D'Artagnan, for Saigon.
 Doli Maru, for Canton.
 Dur, for Saigon.
 Emp. of Asia, for Manila.
 Feng Lee, for Taingao.
 Hin Sang, for Sandakan.
 Hong Peng, for Singapore.
 Pres. Grant, for Manila.
 Shing Maru, for Shanghai.
 Sungshan Maru, for Canton.
 Wai Shing, for Swatow.
 Ying Chow, for Shanghai.

SHIPS IN HARBOUR.

The following merchant ships were in port yesterday:—

Wharves:—Kowloon: President Jefferson, Tandu, Tatsuta Maru, Pres. Grant, D'Artagnan, Holt's, Changate, Douglas Lapraik, Hanching.
 Docks:—Kowloon: Adamastor, Isis, Ulrika, Rial, Yachting, Torborg, Vigilante, Planordia, Tarkoo: Tai Poo Sek, Solen, Huphe, Hong Kong.
 Buys:—Al Shing Maru, A2 Chinese Prince, A3 Batavia Maru, A4 Empress of Asia, A5 Tjileboet, B7 Weishing, A8 Proteus, A9 Michael Jensen, B13 Sunning, C15 Kojun Maru, B24 Tatsuta Maru, A35 Seistan, A28 Alipore, A27 Tjibodas, A23 Neleus, A29 Hong Kong, B34 Kaying, C35 Feng Lee, B36 Limchow, C37 Yingchow, B38 Wing Wo, C39 Helios, C40 Halikon, C41 Tonkin, C42 Lima, C44 Katangata, C45 Haldia, C47 Hin Sang, B57 Shenandoah.

The P. & O. s.s. Karmala from Hong Kong arrived London on August 10 at 7 p.m.

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UNITED KINGDOM & CONTINENT

M.V. "CITY OF LILLE" ... London, Rotterdam, Hamburg & Hull ... 13th September

S.S. "CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANHURIAN LINE

S.S. "CITY OF CHESTER" ... 7th October

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PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"RAJPUTANA"	18,568	16th Aug. Noon	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	18th Aug.	Straita, Colombo, S'way & Karachi.
"KASHMIR"	8,985	30th Aug.	Mars, L'don, Hull, R'dm. & A'warp.
"MANTUA"	10,948	13th Sept.	Bombay, Marseilles & London.
"ALPORA"	4,273	17th Sept.	Straita, Colombo & Bombay.
"KASHGAR"	9,008	27th Sept.	Mars, L'don, Hull, R'dm. & A'warp.
"MALWA"	10,980	11th Oct.	Marseilles & London.
"KHYBER"	9,114	25th Oct.	Mars, L'don, Hull, R'dm. & A'warp.
"MACEDONIA"	11,120	8th Nov.	Bombay, Marseilles and London.
"NAGPORE"	5,283	15th Nov. [Mars]	L'don, Hull, R'dm. & A'warp.
"KARMALA"	9,128	22nd Nov.	do.
"RAWALPINDI"	16,619	8th Dec.	Bombay, Marseilles & London.
"KALYAN"	9,144	20th Dec.	Mars, L'don, Hull, R'dm. & A'warp.
		1931.	
"RANCHI"	16,650	2nd Jan.	Marseilles and London.
"KASHMIR"	8,985	17th Jan.	Mars, L'don, Hull, R'dm. & A'warp.
"COMORIN"	15,182	31st Jan.	Marseilles and London.
"KASHGAR"	9,008	14th Feb.	do.
"MALWA"	10,980	28th Feb.	do.
"MACEDONIA"	11,120	14th Mar.	do.
"RAWALPINDI"	16,619	28th Mar.	do.

* Cargo only. † Calls Casablanca.
 Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Ship	Tons	From Hongkong	Destination
"TILAWA"	10,009	16th Aug. 3.30 p.m.	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	23rd Aug.	do.
"SHIRALA"	7,341	30th Aug.	do.
"TALMA"	10,000	11th Sept.	do.
"TAKADA"	6,949	21st Sept.	do.

RL—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Ship	Tons	From Hongkong	Destination
"TANDA"	6,956	5th Sept.	Manila, Thursday Island.
"ST. ALBANS"	4,600	23rd Oct.	Townsville, Brisbane, Sydney and Melbourne.
"NELLORE"	6,653	31st Oct.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
 The P. & O. S.S. Co., Ltd., steamers will call at Shanghai, Yokohama, Kobe, Manilla, Cebu, Iloilo, Zamboanga, Irawa, Timor, Durban, or other ports as indicated in the current sailing list.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Ship	Tons	From Hongkong	Destination
"TALMA"	10,000	14th Aug. 6 a.m.	Amoy, Moji, Kobe, Yokohama & Osaka.
"MANTUA"	10,948	18th Aug. 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
"SHIRALA"	7,341	22nd Aug.	Amoy, Moji, Kobe & Yokohama.
"KASHGAR"	9,008	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	31st Aug.	Shanghai & Kobe.
"TAKADA"	6,949	21st Sept.	Amoy, Moji, Kobe & Osaka.
"MALWA"	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
"NAGPORE"	5,283	23rd Sept.	do.
"KHYBER"	9,114	28th Sept.	do.
"MOREA"	10,864	16th Oct.	do.
"KARMALA"	9,128	19th Oct.	do.
"MACEDONIA"	11,120	24th Oct.	do.
"BENALLA"	—	27th Oct.	Shanghai & Kobe.
"RAWALPINDI"	16,619	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
"RANCHI"	16,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.
		1931.	
"COMORIN"	15,182	3rd Jan.	Shanghai, Moji, Kobe & Yokohama.
"KASHGAR"	9,008	17th Jan.	do.
"MALWA"	10,980	31st Jan.	do.
"MACEDONIA"	11,120	14th Feb.	do.
"RAWALPINDI"	16,619	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
"KHYBER"	9,114	14th Mar.	Amoy, Moji, Kobe & Yokohama.
"RAJPUTANA"	18,568	27th Mar.	Shanghai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
"COMORIN"	15,182	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
"RANCHI"	16,650	22nd May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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